

51586

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

1700 East Golf Road
Schaumburg, Illinois 60173-5860

Writer's Direct Dial
(708) 995-6810

**VIA OVERNIGHT DELIVERY**

November 10, 1994

Ms. Linda Beasley
Enforcement Specialist
U.S. EPA - Region V
Emergency Support Section HSE-5J
77 West Jackson Blvd.
Chicago, IL 60604

Re: Conservation Chemical Company of Illinois, Inc. Site,
Gary Indiana - General Notice of Potential Liability

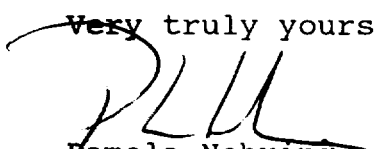
Dear Ms. Beasley:

This is in response to the General Notice of Potential Liability which Santa Fe Railway received on November 3, 1994, with respect to the above referenced site.

Santa Fe Railway had conducted an extensive investigation of this matter several years ago in response to inquiries from a group of potentially responsible parties otherwise known as the 6500 Industrial Highway Group. Santa Fe Railway concluded that it has no liability under the Comprehensive Environmental Response, Compensation, and Liability Act, in that it merely provided transportation services as a common carrier by rail within the meaning of Section 107(b)(3). I enclose for your review a copy of the response which Santa Fe Railway provided to the 6500 Industrial Highway Group.

Unless you have information to the contrary, Santa Fe Railway's position is unchanged. Please review the enclosure with its attendant documents and advise whether you have any questions or comments. Given the apparent urgency of the Agency's mission, we could be available to meet with you and clarify this misunderstanding. Please contact Robert Cowell of this office (708/995-6817) to arrange such a meeting. Thank you for your consideration.

Very truly yours,


Pamela Nehring
General Attorney

Enclosure

lwenvir\wp\beasley.ltr

cc: Ms. Cynthia N. Kawakami (w/encl. via overnight express)
Mr. M. P. Stehly
Mr. D. C. Clark
Mr. R. C. Cowell



The Atchison, Topeka and Santa Fe Railway Company

80 East Jackson Boulevard
Chicago, Illinois 60604

Writer's Direct: (312) 786-6804

September 14, 1988

Joseph E. Costanza, Esq.
Burke, Murphy, Costanza & Cuppy
First National Bank Building
720 W. Chicago Avenue
East Chicago, Indiana 46312

Re: Conservation Chemical Company of Illinois, et al.
Environmental Protection Agency Region V
Administrative Order under Section 106 of CERCLA

Dear Mr. Costanza:

This is in response to your letter dated August 15, 1988, requesting that The Atchison, Topeka and Santa Fe Railway Company ("Santa Fe") pay a share of the cleanup costs which the 6500 Industrial Highway Group has incurred at the Conservation Chemical Company of Illinois, Inc. ("CCCI") Superfund Site in Gary, Indiana. In response to your request, Santa Fe is enclosing documentation received from the United States Environmental Protection Agency ("EPA") which indicates that Santa Fe merely acted as a common carrier in shipments by CCCI during the period from July to December, 1974. The EPA documentation contains no evidence that Santa Fe was a generator of wastes disposed of at the CCCI site or a transporter which selected the site for disposal of hazardous wastes. Based on this information, Santa Fe requests the 6500 Industrial Highway Group to remove Santa Fe from further consideration as a Potentially Responsible Party ("PRP") for costs of cleanup at the CCCI site.

Santa Fe is one of the parties which received notification from the 6500 Industrial Highway Group in March, 1987 that it was considered a PRP for disposal of cyanide wastes at the CCCI site based upon EPA Records. We attended the March 25, 1987 meeting in Chicago and subsequently contributed \$250.00 to participate in the "Potentially Responsible Party Committee".

Pursuant to the Freedom of Information Act, Santa Fe requested that EPA provide it with any and all EPA Records which indicate that Santa Fe Railroad was a generator at the site, as asserted at the March, 1987 meeting. EPA's response

(the "EPA Records") consists of a Trip Report Log for September, 1974 and Bills of Lading between July and December, 1974. The EPA Records contain no invoices or accounting records indicating payment by Santa Fe to CCCI for disposal of any wastes, and no evidence that Santa Fe was a generator of wastes disposed of at the site or a transporter which selected the CCCI site for disposal of hazardous wastes.

The EPA Records were separated by EPA into "incoming transactions", "non-transactional", and "outgoing transactions". Based solely upon the Bills of Lading, EPA apparently attributed generator status to Santa Fe for "incoming transactions".

A chronological summary of the EPA Records is attached for reference. The Trip Report Log and the Bills of Lading establish that Santa Fe was a common carrier transporter of CCCI materials. The EPA Records indicate that between July and December, 1974, fourteen (empty) 40-foot vans were picked up from Santa Fe's Check Point for CCCI's use in piggyback service to Kansas City, and three vans containing cyanide wastes were delivered to Santa Fe for shipment. Bill of Lading 19439 on July 30, 1974 indicates consignment to Santa Fe of 80 cyanide drums for shipment; the comment "Mate to Follow 7-31-74" and "Do Not Ship Alone" refers to a special rate Santa Fe, as a common carrier, offered to shippers including CCCI for shipments of two trailers at one time. No Bill of Lading or Trip Log was provided with the EPA Records for a July 31, 1974 shipment. The Trip Log for September, 1974, shows two vans of 55-gallon drums "out" for shipment on Santa Fe. The EPA Records concern transportation between CCCI and Santa Fe's Chicago facility; none concern the actual movement of CCCI's shipments on Santa Fe to or from Kansas City, although this activity is reflected in the records as a whole.

On two occasions, Santa Fe apparently rejected and returned nonconforming shipments to CCCI prior to transportation in common carrier service, and EPA mischaracterized the rejections as "incoming transactions" to CCCI. The shipments which EPA denoted as "incoming transactions" were in September and December, 1974.

The CCCI trip report log for September, 1974, EPA record No. 6 0091, indicates that on September 24, 1974, 75 55-gallon drums of cyanide were sent "out" to Santa Fe Railroad for shipment by CCCI pursuant to Bill of Lading 19891. (There is no corresponding Bill of Lading for this transaction in the EPA Records provided to Santa Fe.) The notation adjacent to the commodity description of cyanide drums for this trip report is the term "out" and the trailer is shown as a van. This refers to an outbound load from the CCCI, Gary, Indiana location and means the Santa Fe was the common carrier for movement of a trailer of material for the shipper, CCCI.

The trip report log also indicates that on September 26, 1974, 78 55-gallon drums of cyanide were sent "out" to Santa Fe Railroad for shipment by CCCI pursuant to Bill of Lading 19903. (There also is no corresponding Bill of Lading for this transaction in the EPA Records provided to Santa Fe.)

On the same date, September 26, 1974, Bill of Lading 19909 and the corresponding CCCI September trip report log entry show three 55-gallon drums picked up by CCCI from Santa Fe at the Transfer Track at 3633 West 38th Street. The Transfer Track is operated by Santa Fe's station employees who handle problem loads tendered by shippers. The shipping description for Bill of Lading 19909 contains the following language in parentheses: "Drums which were removed from 40foot van brought in 9-24-74". It is evident from this information that Santa Fe rejected three drums of cyanide tendered with the September 24, 1974 shipment to Kansas City and transferred them to the Transfer Track for pickup and correction by the shipper. The Bills of Lading and trip report log indicate that CCCI picked up the three rejected drums when it tendered another shipment to Santa Fe on September 26, 1974.

Shippers must comply with the applicable Department of Transportation regulations on packaging under 49 CFR Parts 173, 178, and 179, before offering hazardous materials for transportation. Blocking and restraining methods for rail freight promulgated by the American Association of Railroads have been in effect since 1961. If a shipment tendered to Santa Fe did not meet these requirements, Santa Fe inspectors would reject the nonconforming shipments and hold them for the shipper for correction.¹

Santa Fe's rejection of items tendered for shipment and holding them for pickup and correction by the shipper does not constitute "generation" of wastes by any definition. Santa Fe merely acted within its role as common carrier in rejecting the shipments and there is no evidence that Santa Fe had any role in generation, selection of a disposal site, or disposal of the materials, whether at the CCCI site or elsewhere.

¹ Since the enactment of RCRA in 1976, generators, including owners or operators who initiate a shipment of a hazardous waste from a treatment, storage, or disposal facility, have been required to package hazardous wastes in accordance with the DOT regulations, pursuant to 40 C.F.R. §262.30. Additionally, Pamphlet 6-C of the Association of American Railroads sets forth the Approved Methods for Loading and Restraining Shipments of Hazardous Materials for Trailer/Container on Flat Car (TOFC-COFC) Movements, also known as piggyback movements.

It should be noted that each Bill of Lading in the EPA Records was prepared by CCCI. Each Bill of Lading indicates in the signature section that CCCI was the Shipper, and Bill of Lading 19909 is no different. Therefore, there is no evidence that Santa Fe had any role in selection of a disposal site for CCCI's shipment.

The "from" and "consigned to" sections in the Bill of Lading prepared by CCCI merely indicate where transportation originated and ended. To interpret consignment to CCCI from Santa Fe as evidence of disposal, would mean that every empty 40-foot van picked up for CCCI's use in piggyback service to Kansas City would have been intended for disposal. Similarly, to assume that, because CCCI prepared a bill of lading showing that materials "from" Santa Fe were "consigned to" CCCI, then Santa Fe was a generator of the materials which were to be disposed of at the facility, is an untenable leap in logic. There is no evidence of disposal of the materials in the EPA Records.

If Santa Fe had generated the materials, it would have been the shipper to CCCI's facility, and it would have records of payment for disposal. Santa Fe has researched its accounting records and has found no records of any payments to CCCI for disposal of any cyanide wastes. An invoice or receipt concerning such a payment should also be included in the EPA Records concerning the transaction. However, no such record was provided to Santa Fe in EPA's response to its Freedom of Information Act request.

As to the December, 1974 transaction, the documents indicate that the same type of event occurred as in September, 1974, described above. Unlike the September transaction, there is no information concerning the address where the pick up took place and no handwritten remarks to clarify what occurred. However, the Bill of Lading prepared by CCCI shows once again in the signature section that CCCI was the Shipper. Santa Fe has found no records of any payments to CCCI for disposal of any cyanide wastes, and no invoice or receipt concerning such a payment was included in the EPA Records concerning the transaction. The "from" and "consigned to" sections do not in and of themselves establish that any of the materials were disposed of at the CCCI site. Although there is no corresponding trip log for December, 1974 in the EPA Records, there also is no indication that this shipment was not a load presented by CCCI for shipment, rejected by Santa Fe, and subsequently picked up by CCCI for return to its facility for correction. There certainly is no evidence of disposal of the materials at CCCI in the EPA records. Alternatively, it is well-known that Conservation Chemical Company transferred shipments of hazardous wastes between its Kansas City and Illinois facilities, and this may a situation where wastes were transferred from Kansas City to CCCI.

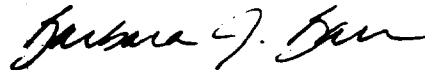
The only conclusion which can result from these facts is that Santa Fe was merely acting as a common carrier in the December, 1974 transaction as in all the other transactions contained in the EPA Records concerning Santa Fe's involvement at the site. There is no evidence that Santa Fe generated the materials. The Bill of Lading establishes that CCCI was the Shipper which selected the CCCI site as the destination. There is no evidence that Santa Fe disposed of any materials at CCCI.

On the basis of the foregoing, Santa Fe believes it would not be held liable for the cleanup expenses associated with CCCI. CERCLA §9607 holds liable only owners and operators of disposal facilities; any persons who arrange for disposal or treatment, or with a transporter for transport for disposal or treatment, of hazardous substances owned or possessed by such person (generators); and transporters which selected the disposal or treatment facilities. Santa Fe's activities with regard to CCCI fall within none of these categories.²

Therefore, Santa Fe requests that the 6500 Industrial Highway Group remove Santa Fe from further consideration as a Potentially Responsible Party ("PRP") at the CCCI site.

Please contact me with any questions you may have concerning this matter.

Very truly yours,



Barbara J. Barr
Assistant General Attorney

Enclosure

cc: Mr. J. R. Fitzgerald (Attn: M. P. Stehly)

² CERCLA liability is specifically modified when common carrier service is involved. If Santa Fe never accepted the barrels of cyanide in the "incoming transactions" for transportation, the provisions of CERCLA §9601(20)(B) do not apply. CERCLA §9601(20)(C) exempts common carriers from the term "owner or operator" when a hazardous substance has been delivered by a common or contract carrier to a disposal or treatment facility, and states that the "common or contract carrier shall not be considered to have caused or contributed to any release at such disposal or treatment facility resulting from circumstances or conditions beyond its control". CERCLA 9607(b)(3) also recognizes an exception to liability for acts or omissions of third parties when contractual arrangements arise from a published tariff and acceptance for carriage by a common carrier by rail.

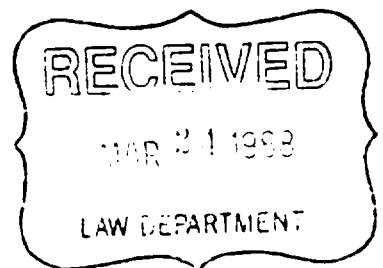
Summary of EPA Records
Obtained Pursuant to Freedom of Information Act Request
Concerning the Involvement of
The Atchison, Topeka and Santa Fe Railway Company

At Conservation Chemical Company of Illinois

| <u>Date</u> | <u>CCCI Bill of Lading</u> | <u>Santa Fe Address</u> | <u>Shipping Description</u> |
|--------------------|------------------------------------|--|---|
| July 6, 1974 | 19326 | 3403 W. 39th Street (Check Point) | Pick up 2 40-ft. vans for piggyback service to Kansas City. |
| July 29, 1974 | 19435 | 3403 W. 39th Street (Check Point) | 1 40-ft. van to load for piggyback service. |
| July 29, 1974 | 19440 | 3403 W. 39th Street (Check Point) | 1 40-ft van for piggyback service. |
| July 30, 1974 | 19439 | 3403 W. 39th Street | 80 cyanide drums, mate to follow 7/31/74, "Do not ship alone". |
| July 30, 1974 | 19455 | No Address Stated | 1 empty 40-ft. van for piggyback service to Kansas City. |
| August 2, 1974 | 19456 | 3403 W. 39th Street | 1 40-ft. van for piggyback service to Kansas City. |
| August 12, 1974 | 19530 | 3403 W. 39th Street (Check Point) | 1 40-ft. van for piggyback service to Kansas City. |
| August 23, 1974 | 19644 | No Address Stated | 1 40-ft. van for piggyback service to Kansas City. |
| September 24, 1974 | 19891 | Trip Report Log Only No corresponding Bill of Lading in EPA Records | 75 55-gallon drums cyanide in van - out. |
| September 24, 1974 | 19888 | No Address Stated | 1 40-ft van for piggyback service to Kansas City. |
| September 26, 1974 | 19903 | Trip Report Log Only No corresponding Bill of Lading in EPA Records | 78 55-gallon drums cyanide in van - out. |
| September 26, 1974 | 19909 | 3633 W. 38th Street (Transfer Track) | 3 55-gallon drums which were removed from 40-ft. van brought in on 9/24/74. |

| Date | CCCI Bill of Lading | Santa Fe Address | Shipping Description |
|-------------------|---------------------------|--------------------------------------|--|
| October 2, 1974 | 19937 | No Address Stated | 1 40-ft. van for piggyback service to Kansas City. |
| November 8, 1974 | 20212 | 3403 W. 39th Street (Check Point) | 1 40-ft. van for piggyback service to Kansas City. |
| November 8, 1974 | 20213 | 3403 W. 39th Street (Check Point) | 1 40-ft van for piggyback service to Kansas City. |
| November 13, 1974 | 20234 | No Address Stated . | 1 40-ft. van for piggyback service to Kansas City. |
| November 16, 1974 | 20257 | 3403 W. 39th Street (Check Point) | 1 40-ft. van for piggyback service to Kansas City. |
| November 22, 1974 | 20305 | No Address Stated | 1 40-ft. van for piggyback service to Kansas City. |
| December 3, 1974 | 20336 | No Address Stated | 27 30-gallon drums cyanide 55 55-gallon drums cyanide |

Incoming Transactions File



STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

BILL OF LADING NO.

RECEIVED, Subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

19909

CONSERVATION CHEMICAL COMPANY
OF ILLINOIS

SHIPPER'S NO.

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: CHICAGO, ILLINOIS FROM SANTA FE RAILROAD 3633 W. 38TH STREET

TRANSFER TRACK LOCATED NEAR OVERHEAD CRANE

SEPTEMBER 26, 1974

NAME OF CARRIER CCCI

CONSIGNEE TO

(Mail or street address of consignee - For purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS 6500 INDUSTRIAL HIGHWAY

DESTINATION

STATE

COUNTY

GARY,

INDIANA

LAKE

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

MARCUS

| NO. PACKAGES | DESCRIPTION | WEIGHT SUN TO COB | CLASS OR RATE | CHECK COLUMN | Signature of consignee |
|--------------|---|----------------------|------------------|-----------------|--|
| 3 | 55 GALLON DRUMS CYANIDE SOLUTION (DRUMS WHICH WERE REMOVED FROM 4UFDOT VAN BROUGHT IN 9-24-74) CORROSIVES | | | | Received \$ _____ to apply in prepayment of the charges on the property described herein. Agent or Cashier Per _____ (The signature here acknowledges only the amount prepaid.) Charges advanced \$ _____ |

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____

CCCI

Shipper, Per K. MUSSER

SANTA FE Agent, Per

| DEPART TERMINAL | | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT | NOSE | PUMP | WEIGH | DEMURRAGE GNS. |
|------------------------|-----------|-------------------|-------------|------------|------|------|-------|----------------|
| ARRIVE TERMINAL | | MILES OUT | | | | | | |
| TOTAL TIME | | MILES IN | | | | | | |
| ARRIVE PLANT | 12-PM. | DELAY AT TERMINAL | | | | | | |
| START LOAD | 12:30 | | | | | | | |
| FINISH LOAD | 12:45 | | | | | | | |
| DEPART PLANT | 12:45 | | | | | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | | | | | | |

DRIVER'S SIGNATURE

REMARKS:

Pickup 3-55gal drums from Sfe
R.R. 9-26-74 DJF

ORIGINAL

THIS MEMORANDUM is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record. RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

19909



CONSERVATION CHEMICAL COMPANY OF ILLINOIS

the property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Freight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his agents. (Mail or street address of consignee - For purposes of notification only.)

SHIPPER'S NO.

CARRIER'S NO.

AT: CHICAGO, ILLINOIS

FROM SANTA FE RAILROAD: 3633 N. 38TH STREET

TRANSFER TRACK LOCATED NEAR OVERHEAD CRANE

SEPTEMBER 26, 1974

CARRIER CCCI

CONSIGNEE TO

(Mail or street address of consignee-for purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS 6600 INDUSTRIAL HIGHWAY

DESTINATION

STATE

COUNTY

GARY,

INDIANA

LAKE

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCC

MARCUS

| NO. PACKAGES | DESCRIPTION | WEIGHT SUB TO CCR | CLASS OR RATE | CHECK COLUMN | (Signature of consignee) |
|--------------|--|-------------------|---------------|--------------|--------------------------|
| 3 | 55 GALLON DRUMS CYANIDE SOLUTION (DRUMS WHICH WERE REMOVED FROM 40FOT VAN BROUGHT IN 9-24-74) CORROSIVES | | | | |

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding per

SHIP AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

| CCCC Shipper, Per K. RUSSEN | | SANTA FE Agent, Per | | | | | | |
|-----------------------------|-----------|---------------------|-------------|------------|------|------|-------|----------------|
| DEPART TERMINAL | | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT | HOSE | PUMP | WEIGH | DEMURRAGE CHG. |
| ARRIVE TERMINAL | | MILES OUT | | | | | | |
| TOTAL TIME | | MILES IN | | | | | | |
| ARRIVE PLANT | | DELAY AT TERMINAL | | | | | | |
| START LOAD | | | | | | | | |
| FINISH LOAD | 1230 | | | | | | | |
| DEPART PLANT | 1211 | | | | | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | | | | | | |

DRIVER'S SIGNATURE

REMARKS:

Pickup 3-55 gal drums from S/-
AR 9-26-74 S/F

ACCOUNTING COPY

THIS MEMORANDUM is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record. RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.
19909



CONSERVATION CHEMICAL COMPANY OF ILLINOIS

SHIPPER'S NO.

CARRIER'S NO.

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and delivered as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Freight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

AT: **CHICAGO, ILLINOIS** FROM **SANTA FE RAILROAD 3633 N. 38TH STREET**
TRANSFER TRACK LOCATED NEAR OVERHEAD CRANE
DATE: **SEPTEMBER 26, 1974** CARRIER **CCCI**

CONSIGNEE TO (Mail or street address of consignee for purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS 6500 INDUSTRIAL HIGHWAY

DESTINATION **GARY,** STATE **INDIANA** COUNTY **LAKE**

ROUTE (To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

DELIVERING CARRIER **CCCI** P.O. NO. **MARCUS**
CAR OR VEHICLE INITIALS & NO.

| NO. PACKAGES | DESCRIPTION | WEIGHT LBS. TO COB | CLASS OR RATE | CHECK COLUMN | (Signature of carrier.) |
|--------------|--|-----------------------|------------------|-----------------|-------------------------|
| 3 | 55 GALLON DRUMS CYANIDE SOLUTION (DRUMS WHICH WERE REMOVED FROM 40FOOT VAN BROUGHT IN 9-24-74) CORROSIVES | | | | |

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

| | | | | | | | |
|------------------------|-----------|------------------------------|-------------|--------------------------------|------|------------|-------|
| CCCI | | Shipper, Per K. MUSEN | | SANTA FE | | Agent, Per | |
| DEPART TERMINAL | | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT | HOSE | PUMP | WEIGH |
| ARRIVE TERMINAL | | MILES OUT | | DRIVER'S SIGNATURE REMARKS: | | | |
| TOTAL TIME | | MILES IN | | | | | |
| ARRIVE PLANT | | DELAY AT TERMINAL | | | | | |
| START LOAD | | | | | | | |
| FINISH LOAD | | | | | | | |
| DEPART PLANT | | | | | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | | | | | |

FILE COPY

STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

BILL OF LADING NO.

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

20336



CONSERVATION CHEMICAL COMPANY

SHIPPER'S NO.

OF ILLINOIS

the property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and delivered as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: CHICAGO, ILLINOIS FROM SANTA FE RAILROAD

DECEMBER 3, 1974

NAME OF CARRIER

CCCI

CONSIGNEE TO CONSERVATION CHEMICAL COMPANY OF ILLINOIS

(Mail or street address of consignee for purposes of notification only.)

Subject to Section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the carrier, the carrier shall sign the following statement: The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

DESTINATION

STATE

COUNTY

GARY,

INDIANA

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereof.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

260

| NO. PACKAGES | DESCRIPTION | WEIGHT SUB TO CCR | CLASS OR RATE | CHECK COLUMN | (Signature of consignee.) |
|--------------|-------------------------|-------------------|---------------|--------------|--|
| 27 | 30 GALLON DRUMS CYANID# | | | | |
| 55 | 55 GALLON DRUMS CYANIDE | | | | |
| | | | | | Received \$ |
| | | | | | be apply in payment of the charges on the property described herein. |
| | | | | | Agent or Cashier |
| | | | | | Per (The signature here acknowledges only the amount prepaid.) |
| | | | | | Charges advanced \$ |

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding per

| CCCI | Shipper, Per | K. MUSSER | SANTA FE | Agent, Per |
|---------------------|--------------|-------------------|-------------|------------|
| DEPART TERMINAL | 930 | GROSS WEIGHT | YANK WEIGHT | NET WEIGHT |
| ARRIVE TERMINAL | 300 | MILES OUT | 167737 | |
| TOTAL TIME | (52) | MILES IN | 167791 | (59) |
| ARRIVE PLANT | 1045 | DELAY AT TERMINAL | | |
| START LOAD | 1200 | | | |
| FINISH LOAD | 130 | | | |
| DEPART PLANT | 145 | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | | |

ORIGINAL

Charles J. Killogg

THIS MEMORANDUM is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record.
 RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

20336



CONSERVATION CHEMICAL COMPANY

SHIPPER'S NO.

OF ILLINOIS

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, assigned, and delivered to the carrier by the shipper, and the carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery or said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property, that all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Freight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a red-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: CHICAGO, ILLINOIS FROM SANTA FE RAILROAD

NAME OF CARRIER

DECEMBER 3, 1974

CONSIGNEE TO (Mail or street address of consignee for purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS

DESTINATION

STATE

COUNTY

ROUTE

INDIANA

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

| NO. PACKAGES | DESCRIPTION | WEIGHT DUE TO CAR | CLASS OR RATE | CHECK COLUMN | (Signature of consignee) |
|--------------|-------------------------|----------------------|------------------|-----------------|--------------------------|
| 27 | 30 GALLON DRUMS CYANIDE | | | | |
| 55 | 55 GALLON DRUMS CYANIDE | | | | |

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding per

SHIP AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

| | | | | | | | |
|------------------------|-----------|-------------------|--|--------------------|--|----------|--|
| Shipper, Per | | K. HUSCH | | Agent, Per | | SANTA FE | |
| DEPART TERMINAL | | GROSS WEIGHT | | NET WEIGHT | | PUMP | |
| ARRIVE TERMINAL | | MILES OUT | | | | WEIGH | |
| TOTAL TIME | | MILES IN | | DRIVER'S SIGNATURE | | | |
| ARRIVE PLANT | | DELAY AT TERMINAL | | REMARKS: | | | |
| START LOAD | | | | | | | |
| FINISH LOAD | | | | | | | |
| DEPART PLANT | | | | | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | | | | | |

FILE COPY

NON-TRANSACTIONAL

THIS SHIPPING ORDER must be legibly filled in, in ink, indelible pencil, or in Carbon, and retained by the Agent.
 RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.
19326



CONSERVATION CHEMICAL COMPANY

SHIPPER'S NO.

OF ILLINOIS

The property described below, in apparent good order, except contents and condition of packages unknown, marked, consigned, and delivered as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Freight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: **CHICAGO, ILLINOIS** FROM **SANTA FE RAILROAD 3403 W. 39th Street (Check Point)**

See Via **(427-4900 Ext. 626)** NAME OF CARRIER **CCCI**

July 6, 1974

CONSIGNEE TO (Mail or street address of consignee-For purposes of notification only.)

DESTINATION **CONSERVATION CHEMICAL COMPANY OF ILLINOIS 6500 INDUSTRIAL HIGHWAY GARY, INDIANA** STATE **INDIANA** COUNTY **LAKE**

ROUTE (To be filled in only when shipper desires and governing tariffs provide for delivery thereof.)

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

247

| NO. PACKAGES | DESCRIPTION | WEIGHT SUB TO COE. | CLASS OR RATE | CHECK COLUMN | (Signature of consignee) |
|--------------|--|--------------------|---------------|--------------|--------------------------|
| | PICK UP TWO (2) BOX VANS, 40 Ft., Box. wt. 42,000# | | | | |
| | (FOR USE IN SANTA FE PIGEY-BACK SERVICE TO KANSAS CITY, MISSOURI) | | | | |

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____

SHIP AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

CCCI

Shipper, Per **R. BUSSE**

SANTA FE Agent, Per

| DEPART TERMINAL | 4:30 | GROSS WEIGHT | NET WEIGHT | NOSE | PUMP | WEIGH | DEBURAGE ONE |
|---------------------|--------------|--------------------------|------------|------|------|-------|--------------|
| ARRIVE TERMINAL | 9:00 | MILES OUT 136.590 | | | | | |
| TOTAL TIME | 7 1/2 | MILES IN 136.774 | 181 | | | | |
| ARRIVE PLANT | | DELAY AT TERMINAL | | | | | |
| START LOAD | | | | | | | |
| FINISH LOAD | | | | | | | |
| DEPART PLANT | | | | | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | | | | | |

DRIVER'S SIGNATURE

REMARKS:

Donald Snow

CUSTOMER COPY

STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

19435

SHIPPER'S NO.



CONSERVATION CHEMICAL COMPANY

OF ILLINOIS

the property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a red-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: CHICAGO, ILLINOIS FROM SANTA FE (CHECK POINT) 3403 W. 39TH STREET

JULY 29, 1974

NAME OF CARRIER

CCCI

CONSIGNEE TO (Mail or street address of consignee for purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS 6500 INDUSTRIAL HIGHWAY

DESTINATION

STATE

COUNTY

GANY,

INDIANA

LAKE

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

247

| NO. PACKAGES | DESCRIPTION | WEIGHT SUB. TO COB. | CLASS OR RATE | CHECK COLUMN |
|--------------|--|---------------------|---------------|--------------|
| 1 | 40 Ft. Box Vans to load for PiggyBack service Santa Fe | | | |

(Signature of consignee.)
If charges are to be prepaid, write or stamp here, "To be prepaid."

Received \$ _____
to apply in prepayment of the charges on the property described herein.

Agent or Cashier

Per _____
(The signature here acknowledged only the amount prepaid.)

Charges advanced \$ _____

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____

CCCI

Shipper, Per K. MUSSER

SANTA FE

Agent, Per

| DEPART TERMINAL | ARRIVE TERMINAL | TOTAL TIME | ARRIVE PLANT | START LOAD | FINISH LOAD | DEPART PLANT | TOTAL TIME IN PLANT | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT | HOSE | PUMP | WEIGH | DEMURRAGE CHG. |
|-----------------|-----------------|------------|--------------|------------|-------------|--------------|---------------------|-------------------|-----------------|------------|------|------|-------|----------------|
| | 930 | 1245 | 1045 | | | 1130 | | | | | | | | |
| | | | | | | | | MILES OUT 142484 | MILES IN 142597 | | | | | |
| | | | | | | | | DELAY AT TERMINAL | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |

DRIVER'S SIGNATURE

REMARKS:

ORIGINAL

THIS MEMORANDUM is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record. RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

19435



CONSERVATION CHEMICAL COMPANY

OF ILLINOIS

SHIPPER'S NO.

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each corner of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: **CHICAGO, ILLINOIS** FROM **SANTA FE (CHECK POINT) 3403 W. 39TH STREET**

JULY 29, 1974

NAME OF CARRIER

CCCI

CONSIGNEE TO (Mail or street address of consignee - For purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS 6600 INDUSTRIAL HIGHWAY

Subject to Section 7 of conditions of applicable bill of lading, if the shipment is to be delivered to the consignee without recourse on the consignee, the consignee shall sign the following statement: The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

DESTINATION **CANT,** STATE **INDIANA** COUNTY **LAKE**

ROUTE (To be filled in only when shipper desires and governing tariffs provide for delivery thereof.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

247

(Signature of consignee)

| NO. PACKAGES | DESCRIPTION | WEIGHT SUB. TO C.O.B. | CLASS OR RATE | CHECK COLUMN |
|--------------|---|-----------------------|---------------|--------------|
| 1 | 40 Ft. Box Vans to load for PiggyBack service Santa Fe | | | |

If charges are to be prepaid, write or stamp here, "To be prepaid."

Received by _____ To apply in prepayment of the charges on the property described herein.

Agent or Cashier

For _____ (The signature here acknowledged only the amount prepaid.)

Charges advanced \$

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____

AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

CCCI

Shipper, Per **K. RUSSEN**

SANTA FE

Agent, Per

| DEPART TERMINAL | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT | HOSE | PUMP | WEIGH | DEMURRAGE ENG. |
|---------------------|--------------|-------------------------|--|------|------|-------|----------------|
| 730 | | | | | | | |
| ARRIVE TERMINAL | 1245 | MILES OUT 1427.4 | DRIVER'S SIGNATURE <i>Robert J. Kelley</i> REMARKS: | | | | |
| TOTAL TIME | 64 | MILES IN 1425.7 | | | | | |
| ARRIVE PLANT | 1245 | DELAY AT TERMINAL | | | | | |
| START LOAD | | | | | | | |
| FINISH LOAD | | | | | | | |
| DEPART PLANT | 1130 | | | | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | | | | | |

ACCOUNTING COPY

| | | | | | | | | | |
|---|--|---|--|---|----------------------------------|-----------------------------|--|------------------------|--|
| Trailer/Container Initial & Number | | Data Out: | | For Account Of: | | Date In: | | For Account Of: | |
| Chassis/Bogie Initial & Number | | Taken By: | | Tractor or License No. | | Brought In By: | | Tractor or License No. | |
| Station: 111 | | Seals: | | Rail Interchange To: | | Seals: | | Rail Interchange From: | |
| | | | | | | CONSIGNEE NUMBER | | 104226 | |
| Trailer To Be Returned To Carrier From Whom Received Prior To 12:00 Midnite (Date) | | | | | | | | | |
| TRAILER NOT TO BE INTERCHANGED TO ANOTHER CARRIER, EXCEPT AS FOLLOWS: | | | | | | | | | |
| AT | | | | | | | | | |
| (Carrier) | | | | | (Place) | | | | |
| CUSTOMER REQUEST | | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> DELIVERED BY | | Shipper/Consignee & Address | | | |
| | | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> PICK UP | | | | | |
| | | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> DELIVERED BY | | | | | |
| TIME | | DATE | | ALL DATES & TIMES MUST BE FILLED IN WHEN APPLICABLE | | For Account Of | | | |
| | | | | TRAILER ARRIVED | | Routing Or Instructions | | | |
| | | | | TRAILER RELEASED TO CUSTOMS | | Shipper | | | |
| | | | | TRAILER AVAILABLE | | Origin Point | | | |
| | | | | Person Notified (Name) | | B/L Number | | | |
| Name of Representative Making Notification | | | | | | Routing | | | |
| | | | | | | Commodity | | | |
| | | | | | | Destination | | | |
| JUL 27 1966 | | | | PICK-UP AT RAMP | | Waybill Date | | Waybill Number | |
| | | | | TRAILER RETURNED | | Weight | | | |
| <input type="checkbox"/> Check If Trailer Dropped | | | | Cargo Receipt-Signature | | Freight Bill Date | | Freight Bill Number | |
| | | | | | | Pieces | | | |
| ANY DAMAGE OR DEFICIENCY FOUND BY INSPECTION SHALL BE MARKED BY SYMBOLS "C" - CUT, "H" - HOLE | | | | | | | | | |
| LOAD OUTBOUND INSPECTION | | | | | LOAD INBOUND INSPECTION | | | | |
| | | | | | | | | | |
| EXPLAIN DEFECTS: | | | | | EXPLAIN DEFECTS: | | | | |
| | | | | | | | | | |
| If no exception use check mark | | | | | If no exception use check mark | | | | |
| FLAPS | | MARKER LTS. | | TAIL STOP | | AIR LEAKS | | LDG. GEAR | |
| | | | | | | | | | |
| ITEM | | AMOUNT | | AMOUNT | | ITEM | | AMOUNT | |
| | | Visible Not Visible | | Visible Not Visible | | | | Visible Not Visible | |
| TARP | | | | | | TARP | | | |
| BOWS | | | | | | BOWS | | | |
| POSITION | | CONDITION | | CONDITION | | POSITION | | CONDITION | |
| T I R E S | | | | | | T I R E S | | | |
| -ROF | | | | | | -ROF | | | |
| -RIF | | | | | | -RIF | | | |
| -ROR | | | | | | -ROR | | | |
| -RIR | | | | | | -RIR | | | |
| THE CONSIGNOR OR CONSIGNEE (HEREINAFTER CALLED "USER") USING SAID TRAILER AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY (HEREINAFTER CALLED "SANTA FE") AGREE THAT THE FOREGOING TRAILER RECEIPT AND INSPECTION RECORD IS CORRECT AND THAT THE USE OF THE TRAILER SHALL BE SUBJECT TO ALL APPLICABLE TARIFFS AND TO THE CONTRACT TERMS AND CONDITIONS SET FORTH ON THE REVERSE SIDE HEREOF. | | | | | | | | | |
| SANTA FE BY | | | | | USER RETURNING TRAILER BY | | | | |
| USER RECEIVING TRAILER BY | | | | | DULY AUTHORIZED AGENT OR USER BY | | | | |
| DULY AUTHORIZED AGENT OF USER BY | | | | | SANTA FE BY | | | | |

COPY 6, DRIVER

STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

BILL OF LADING NO.

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

19440



CONSERVATION CHEMICAL COMPANY

OF ILLINOIS

SHIPPER'S NO.

CARRIER'S NO.

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

AT: CHICAGO, ILLINOIS FROM SANTA FE RAILROAD (CHECK POINT) 3403 W. 39TH STREET

JULY 29, 1974

NAME OF CARRIER

LCCI

CONSIGNEE TO (Mail or street address of consignee - For purposes of notification only.)
 CONSERVATION CHEMICAL COMPANY OF ILLINOIS 6500 INDUSTRIAL HIGHWAY

DESTINATION STATE COUNTY
 GRY, INDIANA

ROUTE (To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

LCCI

247

| NO. PACKAGES | DESCRIPTION | WEIGHT SUB TO COT. | CLASS OR RATE | CHECK COLUMN | Signature of consignee |
|--------------|---|--------------------|---------------|--------------|---|
| 1 | 40 FT. BOX VANS FOR PIGGY BACK SERVICE XTR2 #2745-33. | | | | Received \$ he apply in prepayment of the charges on the property described herein. Agent or Cashier Per (The signature here acknowledges only the amount prepaid.) Charges advanced \$ |

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding per

| LCCI Shipper, Per K. MUSSEN | | SANTA FE Agent, Per | | | | | | |
|-----------------------------|-----------|---------------------|-------------|------------|------|------|-------|----------------|
| DEPART TERMINAL | 1213 | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT | HOSE | PUMP | WEIGH | DEMURRAGE CHG. |
| ARRIVE TERMINAL | 350 | MILES OUT | 142367 | | | | | |
| TOTAL TIME | | MILES IN | | | | | | |
| ARRIVE PLANT | | DELAY AT TERMINAL | | | | | | |
| START LOAD | | | | | | | | |
| FINISH LOAD | | | | | | | | |
| DEPART PLANT | | | | | | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | | | | | | |

DRIVER'S SIGNATURE
 REMARKS:

H. [Signature]

ORIGINAL

THIS SHIPPING ORDER must be legibly filled in, in ink, indelible pencil, or in Carbon, and retained by the Agent.
RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

19440

SHIPPER'S NO.



CONSERVATION CHEMICAL COMPANY OF ILLINOIS

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and delivered as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mark or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: **CHICAGO, ILLINOIS** FROM **SANTA FE RAILROAD (CHECK POINT) 3403 W. 39TH STREET**

JULY 29, 1974

NAME OF
CARRIER

CCCI

CONSIGNEE TO (Mail or street address of consignee - For purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS 6500 INDUSTRIAL HIGHWAY

DESTINATION

STATE

COUNTY

GRY,

INDIANA

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

247

| NO. PACKAGES | DESCRIPTION | WEIGHT SUB TO COI | CLASS OR RATE | CHECK COLUMN | (Signature of consignee.) |
|--------------|---|-------------------|---------------|--------------|---|
| 1 | 40 FT. BOX VANS FOR PIGEY BACK SERVICE XTR2 #2745-33 | | | | Received & apply in payment of the charges on the property described herein. Agent or Cashier Per (The signature here acknowledged only the amount prepaid.) Charges advanced \$ |

NOTE - Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

SHIP AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

| | | | | | | | | |
|--------------------|-------------|------------------------------|---------------|-----------------|------|------------|-------|----------------|
| CCCI | | Shipper, Per K. BUSSE | | SANTA FE | | Agent, Per | | |
| DEPART TERMINAL | 1213 | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT | HOSE | PUMP | WEIGH | DEMURRAGE GNS. |
| ARRIVE TERMINAL | 330 | MILES OUT | 147367 | | | | | |
| TOTAL TIME | | MILES IN | | | | | | |
| DRIVER'S SIGNATURE | | H. J. J. J. J. | | | | | | |
| REMARKS: | | | | | | | | |
| DELAY AT TERMINAL | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

FOR COPY

THIS MEMORANDUM is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record. RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

19440



CONSERVATION CHEMICAL COMPANY OF ILLINOIS

SHIPPER'S NO.

the property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, on to each carrier of all or any of said property over all or any portion of said route to destination, and on to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a road-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: **CHICAGO, ILLINOIS** FROM **SANTA FE RAILROAD (CHECK POINT) 3403 W. 39TH STREET**

JULY 29, 1974

NAME OF
CARRIER

CCCI

CONSIGNEE TO (Mail or street address of consignee - For purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS 6608 INDUSTRIAL HIGHWAY

DESTINATION

STATE

COUNTY

CRY,

INDIANA

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

247

| NO. PACKAGES | DESCRIPTION | WEIGHT SUN. TO COIL | CLASS OR RATE | CHECK COLUMN | IF charges are to be prepaid, write "or" stamp here. "To be prepaid" |
|--------------|---|------------------------|------------------|-----------------|---|
| 2 | 40 FT. BOX VANS FOR PIGGY BACK SERVICE XTR2 #2745-33 | | | | Received \$ to apply in prepayment of the charges on the property described hereon. Agent or Cashier Per (The signature here advanced only the amount prepaid.) Charges advanced \$ |

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

| CCCI Shipper, Per K. HUSSEN | | SANTA FE Agent, Per | | | | | | |
|------------------------------------|-------------|-----------------------------|-------------|------------|------|------|-------|----------------|
| DEPART TERMINAL | | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT | HOSE | PUMP | WEIGH | DEMURRAGE CHG. |
| ARRIVE TERMINAL | 3:20 | MILES OUT 147.367 | | | | | | |
| TOTAL TIME | | MILES IN | | | | | | |
| ARRIVE PLANT | | DELAY AT TERMINAL | | | | | | |
| START LOAD | | | | | | | | |
| FINISH LOAD | | | | | | | | |
| DEPART PLANT | | | | | | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | | | | | | |

DRIVER'S SIGNATURE

REMARKS:

H. Hussen

ACCOUNTING COPY

| | | | | | | | | | | |
|--|-------------|---|-----------|---|----------------------------------|-----------------------------|-------------|------------------------|-------------|------------|
| Trailer/Container Initial & Number | | Date Out: | | For Account Of: | | Date In: | | For Account Of: | | |
| Chassis/Bogie Initial & Number | | Taken By: | | Tractor or License No. | | Brought In By: | | Tractor or License No. | | |
| Station | | Seals: | | Rail Interchange To: | | Seals: | | Rail Interchange From: | | |
| Trailer To Be Returned To Carrier From Whom Received Prior To 12:00 Midnite (Date) | | | | | | | | | | |
| TRAILER NOT TO BE INTERCHANGED AT | | | | | | | | | | |
| | | | | (Carrier) | | (Place) | | | | |
| CUSTOMER REQUEST | | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> DELIVERED EMPTY TRAILER | | Shipper/Consignee & Address | | | | |
| | | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> PICK UP DROPPED TRAILER | | | | | | |
| | | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> DELIVERED LOADED TRAILER | | | | | | |
| TIME | DATE | ← ALL DATES & TIMES MUST BE FILLED IN WHEN APPLICABLE | | | | Routing Or Instructions | | | | |
| | | TRAILER ARRIVED | | | | | | | | |
| | | TRAILER RELEASED TO CUSTOMER | | | | | | | | |
| | | TRAILER AVAILABLE | | | | | | | | |
| | | Person Notified (Name) | | | | Origin Point | | | | B/L Number |
| | | | | | | Routing | | | | Commodity |
| | | | | | | Destination | | | | |
| Name of Representative Making Notification | | | | | | Waybill Date | | Waybill Number | | Weight |
| | | PICK-UP AT RAMP | | | | Freight Bill Date | | Freight Bill Number | | Pieces |
| | | TRAILER RETURNED | | | | | | | | |
| <input type="checkbox"/> Check If Trailer Dropped | | Cargo Receipt-Signature | | | | | | | | |
| ANY DAMAGE OR DEFICIENCY FOUND BY INSPECTION SHALL BE MARKED BY SYMBOLS "C" - CUT, "H" - HOLE | | | | | | | | | | |
| LOAD OUTBOUND INSPECTION | | | | | LOAD INBOUND INSPECTION | | | | | |
| | | | | | | | | | | |
| EXPLAIN DEFECTS: | | | | | EXPLAIN DEFECTS: | | | | | |
| If no exception use check mark | | | | | If no exception use check mark | | | | | |
| FLAPS | MARKER LTS. | TAIL STOP | AIR LEAKS | LDG. GEAR | FLAPS | MARKER LTS. | TAIL STOP | AIR LEAKS | LDG. GEAR | |
| AMOUNT | | AMOUNT | | AMOUNT | | AMOUNT | | AMOUNT | | |
| ITEM | Visible | Not Visible | Visible | Not Visible | ITEM | Visible | Not Visible | Visible | Not Visible | |
| TARP | | | CHAINS | | TARP | | | CHAINS | | |
| BOWS | | | BINDERS | | BOWS | | | BINDERS | | |
| POSITION | CONDITION | | POSITION | CONDITION | | POSITION | CONDITION | | CONDITION | |
| T I R E S | -ROF | | LOF | | T I R E S | -ROF | | LOF | | |
| | -RIF | | LIF | | | -RIF | | LIF | | |
| | -FOR | | LOR | | | -FOR | | LOR | | |
| | -RIR | | LIR | | | -RIR | | LIR | | |
| <p>THE CONSIGNOR OR CONSIGNEE (HEREINAFTER CALLED "USER") USING SAID TRAILER AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY (HEREINAFTER CALLED "SANTA FE") AGREE THAT THE FOREGOING TRAILER RECEIPT AND INSPECTION RECORD IS CORRECT AND THAT THE USE OF THE TRAILER SHALL BE SUBJECT TO ALL APPLICABLE TARIFFS AND TO THE CONTRACT TERMS AND CONDITIONS SET FORTH ON THE REVERSE SIDE HEREOF.</p> | | | | | | | | | | |
| SANTA FE BY | | | | | USER RETURNING TRAILER BY | | | | | |
| USER RECEIVING TRAILER BY | | | | | DULY AUTHORIZED AGENT OR USER BY | | | | | |
| DULY AUTHORIZED AGENT OF USER BY | | | | | SANTA FE BY | | | | | |

STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

BILL OF LADING NO.

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

19455



CONSERVATION CHEMICAL COMPANY

OF ILLINOIS

SHIPPER'S NO.

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier or the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: CHICAGO, ILLINOIS

FROM

SANTA FE RAILROAD

JULY 30,

19 74

NAME OF CARRIER

CCCI

CONSIGNEE TO

(Mail or street address of consignee-For purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS 6504 INDUSTRIAL HIGHWAY

DESTINATION

STATE

COUNTY

GARY,

INDIANA

LAKE

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

247 - 200416

| NO. PACKAGES | DESCRIPTION | WEIGHT SUS TO COS. | CLASS OR RATE | CHECK COLUMN | (Signature of consignee.) |
|--------------|--|-----------------------|------------------|-----------------|---|
| 1 | EMPTY 40 FT VANS FOR PIGGYBACK SERVICE TO KANSAS CITY, MISSOURI ATSF Lm | | | | If charges are to be prepaid, write or stamp here, "To be prepaid." |
| | | | | | Received \$ _____ to apply in payment of the charges on the property described herein. |
| | | | | | Agent or Cashier |
| | | | | | For (The signature here advised only the amount prepaid.) |
| | | | | | Charges advanced \$ _____ |

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____

| CCCI Shipper, Per K. MUSSER | | SANTA FE Agent, Per | | | | | | |
|-----------------------------|-----------|---------------------|-------------|------------|------|------|-------|---------------|
| DEPART TERMINAL | | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT | HOSE | PUMP | WEIGH | DEMURAGE CHG. |
| ARRIVE TERMINAL | | MILES OUT | 27 220 | | | | | |
| TOTAL TIME | | MILES IN | | | | | | |
| ARRIVE PLANT | | DELAY AT TERMINAL | | | | | | |
| START LOAD | | | | | | | | |
| FINISH LOAD | | | | | | | | |
| DEPART PLANT | | | | | | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | | | | | | |

DRIVER'S SIGNATURE

REMARKS:

ORIGINAL

THIS MEMORANDUM is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record. RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

19455

SHIPPER'S NO.



CONSERVATION CHEMICAL COMPANY OF ILLINOIS

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Freight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: CHICAGO, ILLINOIS FROM SANTA FE RAILROAD

JULY 30, 19 74

NAME OF
CARRIER

CCC

CONSIGNEE TO (Mail or street address of consignee - For purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS 6500A INDUSTRIAL HIGHWAY

DESTINATION

STATE

COUNTY

GARY,

INDIANA

LAKE

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCC

247 - 200416

| NO. PACKAGES | DESCRIPTION | WEIGHT SUN. TO COS. | CLASS OR RATE | CHECK COLUMN |
|--------------|---|------------------------|------------------|-----------------|
| 2 | EMPTY 40 FT VANS FOR PIGGYBACK SERVICE TO KANSAS CITY, MISSOURI AT-FLM | | | |

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding per

AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

CCC

Shipper, Per

K. NISSEN

SANTA FE

Agent, Per

| DEPART TERMINAL | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT | HOSE | PUMP | WEIGH | DEMURRAGE SGN. |
|------------------------|-------------------|-------------|------------|------|------|-------|----------------|
| ARRIVE TERMINAL | MILES OUT | 22220 | | | | | |
| TOTAL TIME | MILES IN | | | | | | |
| ARRIVE PLANT | DELAY AT TERMINAL | | | | | | |
| START LOAD | | | | | | | |
| FINISH LOAD | | | | | | | |
| DEPART PLANT | | | | | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | | | | | |

DRIVER'S SIGNATURE

REMARKS:

ACCOUNTING COPY

Trailer Receipt, Inspection Record, and Contract Terms and Conditions.

| | | | | | | | |
|---|--|----------------------------|--------------------------------------|--|----------------|-----------------|------------------------|
| Trailer/Container Initial & Number <i>111111</i> | | Date Out: <i>7-1</i> | For Account Of: <i>111111</i> | | Date In: | For Account Of: | |
| Chassis/Bogie Initial & Number | | Taken By: <i>111111</i> | Tractor or License No. <i>942</i> | | Brought In By: | | Tractor or License No. |
| Station <i>111111</i> | | Seals: | Rail Interchange To: | | Seals: | | Rail Interchange From: |

Trailer To Be Returned To Carrier From Whom Received Prior To 1200 Midnight (Date)

TRAILER NOT TO BE INTERCHANGED TO ANOTHER CARRIER, EXCEPT AS FOLLOWS:

AT

| | | | | | |
|---|---|---|---|--------------------------|-----------------------------|
| | | (Carrier) | | | (Place) |
| CUSTOMER REQUEST | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> DELIVER NEW TRAILER | <input type="checkbox"/> | Shipper/Consignee & Address |
| | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> PICK UP EXISTING TRAILER | <input type="checkbox"/> | For Account Of |
| | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> DELIVER EXISTING TRAILER | <input type="checkbox"/> | Routing Or Instructions |
| TIME | DATE | <small>ALL DATES & TIMES MUST BE FILLED IN WHEN APPLICABLE</small> TRAILER ARRIVED | | | Shipper |
| | | TRAILER RELEASED TO CUSTOMS | | | Origin Point |
| | | TRAILER AVAILABLE | | | B/L Number |
| Name of Representative Making Notification | | Person Notified (Name) | | | Routing |
| | | | | | Commodity |
| | | PICK-UP AT RAMP | | | Destination |
| | | TRAILER RETURNED | | | Waybill Date |
| | | | | | Waybill Number |
| | | | | | Weight |
| <input type="checkbox"/> Check If Trailer Dropped | | Cargo Receipt-Signature | | | Freight Bill Date |
| | | | | | Freight Bill Number |
| | | | | | Pieces |

ANY DAMAGE OR DEFICIENCY FOUND BY INSPECTION SHALL BE MARKED BY SYMBOLS "C" - CUT, "H" - HOLE.

| | | | | | |
|---|--|--|--|--|--|
| LOAD <u> </u> OUTBOUND INSPECTION <u> </u> <i>EMPTY</i> | | | LOAD <u> </u> INBOUND INSPECTION <u> </u> <i>EMPTY</i> | | |
| | | | | | |
| | | | | | |

EXPLAIN DEFECTS: *111111*

EXPLAIN DEFECTS:

| | | | | | | | | | |
|----------------------------------|-------------|-----------|-----------|-----------|----------------------------------|-------------|-----------|-----------|-----------|
| If no exception use check mark | | | | | | | | | |
| FLAPS | MARKER LTS. | TAIL STOP | AIR LEAKS | LDG. GEAR | FLAPS | MARKER LTS. | TAIL STOP | AIR LEAKS | LDG. GEAR |
| AMOUNT Visible Not Visible | | | | | AMOUNT Visible Not Visible | | | | |
| ITEM | | | | | ITEM | | | | |
| TARP | | | CHAINS | | TARP | | | CHAINS | |
| BOWS | | | BINDERS | | BOWS | | | BINDERS | |
| POSITION | CONDITION | | POSITION | | POSITION | CONDITION | | POSITION | |
| T I R E S | -ROF | | LOF | | T I R E S | -ROF | | LOF | |
| | -RIF | | LIF | | | -RIF | | LIF | |
| | -ROR | | LOR | | | -ROR | | LOR | |
| | -RIR | | LIR | | | -RIR | | LIR | |

THE CONSIGNOR OR CONSIGNEE (HEREINAFTER CALLED "USER") USING SAID TRAILER AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY (HEREINAFTER CALLED "SANTA FE") AGREE THAT THE FOREGOING TRAILER RECEIPT AND INSPECTION RECORD IS CORRECT AND THAT THE USE OF THE TRAILER SHALL BE SUBJECT TO ALL APPLICABLE TARIFFS AND TO THE CONTRACT TERMS AND CONDITIONS SET FORTH ON THE REVERSE SIDE HEREOF.

| | |
|----------------------------------|----------------------------------|
| SANTA FE BY <i>111111</i> | USER RETURNING TRAILER BY |
| USER RECEIVING TRAILER BY | DULY AUTHORIZED AGENT OR USER BY |
| DULY AUTHORIZED AGENT OR USER BY | SANTA FE BY |

| | | | | |
|---|---------------------------------|---------------------------------------|--------------------------------------|------------------------|
| Trailer/Container Initial & Number 111-000416 | Date Out 7-21 | For Account Of Conservation | Date In 7-22 | For Account Of |
| Chassis/Bogie Initial & Number | Taken By Conservation | Tractor or License No. 047 | Brought In By Conservation | Tractor or License No. |
| Station CIV | Seals | Rail Interchange To | Seals 115-9034-R | Rail Interchange From |

Trailer To Be Returned To Carrier From Whom Received Prior To 1200 Midnite (Date)

TRAILER NOT TO BE INTERCHANGED TO ANOTHER CARRIER, EXCEPT AS FOLLOWS:

AT

| | | | | | | |
|---|------|---|--|--|--|--|
| CUSTOMER REQUEST | | <input type="checkbox"/> AM <input type="checkbox"/> PM <input type="checkbox"/> AM <input type="checkbox"/> PM <input type="checkbox"/> AM <input type="checkbox"/> PM | | DELIVER EMPTY TRAILER PICK UP EMPTY TRAILER DELIVER LOADED TRAILER | Shipper/Consignee & Address For Account Of Conservation Routing Or Instructions Shipper Origin Point B/L Number Routing Destination Waybill Date Waybill Number Weight Freight Bill Date Freight Bill Number Pieces | |
| TIME | DATE | TRAILER ARRIVED TRAILER RELEASED TO CUSTOMS TRAILER AVAILABLE Person Notified (Name) | | | | |
| Name of Representative Making Notification | | PICK-UP AT RAMP | | | | |
| <input type="checkbox"/> Check If Trailer Dropped | | Cargo Receipt Signature | | | | |

ANY DAMAGE OR DEFICIENCY FOUND BY INSPECTION SHALL BE MARKED BY SYMBOLS "C" - CUT, "H" - HOLE

| | | | | | |
|--------------------------|--|--|-------------------------|--|--|
| LOAD OUTBOUND INSPECTION | | | LOAD INBOUND INSPECTION | | |
| | | | | | |

EXPLAIN DEFECTS: **TP-TAIL**

EXPLAIN DEFECTS:

If no exception use check mark

| FLAPS | MARKER LTS. | TAIL STOP | AIR LEAKS | LOG. GEAR |
|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| ITEM | AMOUNT | | AMOUNT | |
| | Visible | Not Visible | Visible | Not Visible |
| TARP | | | | |
| BOWS | | | | |
| POSITION | CONDITION | POSITION | CONDITION | |
| T | -ROF | | LOF | |
| I | -RIF | | LIF | |
| R | -ROR | | LOR | |
| E | -RIR | | LIR | |

If no exception use check mark

| FLAPS | MARKER LTS. | TAIL STOP | AIR LEAKS | LOG. GEAR |
|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| ITEM | AMOUNT | | AMOUNT | |
| | Visible | Not Visible | Visible | Not Visible |
| TARP | | | | |
| BOWS | | | | |
| POSITION | CONDITION | POSITION | CONDITION | |
| T | -ROF | | LOF | |
| I | -RIF | | LIF | |
| R | -ROR | | LOR | |
| E | -RIR | | LIR | |

THE CONSIGNOR OR CONSIGNEE (HEREINAFTER CALLED "USER") USING SAID TRAILER AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY (HEREINAFTER CALLED "SANTA FE") AGREE THAT THE FOREGOING TRAILER RECEIPT AND INSPECTION RECORD IS CORRECT AND THAT THE USE OF THE TRAILER SHALL BE SUBJECT TO ALL APPLICABLE TARIFFS AND TO THE CONTRACT TERMS AND CONDITIONS SET FORTH ON THE REVERSE SIDE HEREOF.

| | | | |
|----------------------------------|---------------------------|---------------------------|----------------------------------|
| SANTA FE BY | USER RECEIVING TRAILER BY | USER RETURNING TRAILER BY | DULY AUTHORIZED AGENT OR USER BY |
| | | | |
| DULY AUTHORIZED AGENT OF USER BY | | SANTA FE BY | |
| | | | |

COPY 4. DRIVER

STAUFFER CHEMICAL COMPANY
HAMMOND, INDIANA

BILL NUMBER _____ DATE 7-31-74

TRUCK NUMBER 247

CUSTOMER'S NAME Conservation Chemical Co

COMMODITY _____

2 7 2 2 0

lbs. Gross

lbs. Tare

lbs. Net

Remarks

Tabular 200416

Charles E. Kilgus Jr

E. L.

0554-034-01-A (7/71)

WEIGHER _____

STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

19456

SHIPPER'S NO.



CONSERVATION CHEMICAL COMPANY

OF ILLINOIS

the property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property (over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the same terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: CHICAGO, ILLINOIS FROM SANTA FE RAILROAD 3403W. 39TH STREET

August 2, 1974
 CONSIGNEE TO (Mail or street address of consignee-For purposes of notification only.)
 CONSERVATION CHEMICAL COMPANY OF ILLINOIS 6504 INDUSTRIAL HIGHWAY
 DESTINATION GARY, INDIANA LAKE
 ROUTE (To be filled in only when shipper desires and governing tariffs provide for delivery thereof.)
 DELIVERING CARRIER CCCI
 CAR OR VEHICLE INITIALS & NO. 247

Subject to Section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse to the carrier, the consignee shall sign the following statement:
 The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of consignee)

If charges are to be prepaid, write or stamp here, "To be prepaid."

Received by _____
to apply in payment of the charges on the property described herein.

Agent or Cashier

Per _____
(The signature here advised, signs only the amount prepaid.)

Charges advanced \$

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____

| CCCI Shipper, Per K. MUSSER | | SANTA FE Agent, Per | |
|-----------------------------|-----------|---------------------|--------|
| DEPART TERMINAL | 800am | GROSS WEIGHT | 71,000 |
| ARRIVE TERMINAL | 12:5am | TARE WEIGHT | |
| TOTAL TIME | | NET WEIGHT | |
| ARRIVE PLANT | 10:5pm | HOSE | |
| START LOAD | | PUMP | |
| FINISH LOAD | | WEIGH | |
| DEPART PLANT | 11:00pm | DEMURRAGE CHG. | |
| TOTAL TIME IN PLANT | HRS. MIN. | | |

ORIGINAL

THIS MEMORANDUM is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record. RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

19456

SHIPPER'S NO.

CARRIER'S NO.



CONSERVATION CHEMICAL COMPANY OF ILLINOIS

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agree to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Freight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

AT: **CHICAGO, ILLINOIS** FROM **SANTA FE RAILROAD** **3405E. 39TH STREET**

NAME OF
CARRIER

CCCI

DATE: **JULY 31, 1974**

CONSIGNEE TO (Mail or street address of consignee - For purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS 6508 INDUSTRIAL HIGHWAY

DESTINATION

STATE

COUNTY

GARY,

INDIANA

LAKE

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

207

| NO. PACKAGES | DESCRIPTION | WEIGHT SUB. TO CAR. | CLASS OR RATE | CHECK COLUMN | (Signature of consignee.) |
|--------------|---|---------------------|---------------|--------------|--|
| 1 | 40 FOOT VAN FOR PIGGY BACK SERVICE TO KANSAS CITY, MISSOURI <i>CYLIUAD</i> | | | | |
| | | | | | Received \$ to apply in prepayment of the charges on the property described herein. |
| | | | | | Agent or Carrier |
| | | | | | Per (The signature here acknowledges only the amount prepaid.) |
| | | | | | Charges indicated \$ |

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

SHIP AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

| CCCI Shipper, Per K. RISER | | SANTA FE Agent, Per | |
|-----------------------------------|-----------------|---------------------|--------------|
| DEPART TERMINAL | 5:41 AM | GROSS WEIGHT | 71000 |
| ARRIVE TERMINAL | 12:15 PM | NET WEIGHT | |
| TOTAL TIME | | WEIGH | |
| ARRIVE PLANT | 12:15 PM | DEMURAGE CHG. | |
| START LOAD | | | |
| FINISH LOAD | | | |
| DEPART PLANT | 11:03 PM | | |
| TOTAL TIME IN PLANT | MRS. MIA | | |

ORDER'S SIGNATURE
James D. Meyer

REMARKS:
Post Kelly

ACCOUNTING COPY

THIS MEMORANDUM is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record. RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.
19456



CONSERVATION CHEMICAL COMPANY OF ILLINOIS

SHIPPER'S NO.

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Freight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: **CHICAGO, ILLINOIS** FROM: **SANTA FE RAILROAD** **3403W. 39TH STREET**

NAME OF
CARRIER **CCCX**

JULY 31, 1974

CONSIGNEE TO (Mail or street address of consignee for purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS 4000 INDUSTRIAL HIGHWAY

DESTINATION **GARY, INDIANA** STATE **INDIANA** COUNTY **LAKE**

ROUTE (To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER **CCCX** CAR OR VEHICLE INITIALS & NO. **128**

| NO. PACKAGES | DESCRIPTION | WEIGHT SUB TO CAR | CLASS OR RATE | CHECK COLUMN |
|--------------|--|-------------------|---------------|--------------|
| 1 | 40 FOOT VAN FOR PIGGY BACK SERVICE TO KANSAS CITY, MISSOURI <i>Exhibit</i> | | | |

(Signature of consignee)
If charges are to be prepaid, write or stamp here, "To be prepaid."
Received \$ _____
To apply in prepayment of the charges on the property described herein.
Agent or Cashier
Per _____
(The signature here acknowledged only the amount prepaid.)
Charges advanced \$ _____

NOTE - Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____

AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

| | | | | | | |
|---------------------|------------------------------|--|------------|------|-------|-------------|
| CCCX | Shipper, Per K. MISER | SANTA FE | Agent, Per | | | |
| DEPART TERMINAL | GROSS WEIGHT | NET WEIGHT | MOSE | PUMP | WEIGH | DAMAGE ENG. |
| ARRIVE TERMINAL | MILES OUT | DRIVER'S SIGNATURE <i>[Signature]</i> REMARKS: <i>[Signature]</i> | | | | |
| TOTAL TIME | MILES IN | | | | | |
| ARRIVE PLANT | DELAY AT TERMINAL | | | | | |
| START LOAD | | | | | | |
| FINISH LOAD | | | | | | |
| DEPART PLANT | | | | | | |
| TOTAL TIME IN PLANT | HRS. <i>3</i> MIN. <i>15</i> | | | | | |

OFFICE COPY

WEIGHED ON FAIRBANKS MORSE PRINTOMATIC

Number

200433

Date

8-2-74

Customer's Name

Conservation

Address

Commodity

W.F.

Remarks

71000

lbs. Gross

lbs. Tare

lbs. Net @

Per lb. Price

Shipper

Weight

H.M.J.

Fairbanks Morse Cat. 003715 (3/21/4)

Printed in U.S.A.

STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

BILL OF LADING NO.

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

19644



CONSERVATION CHEMICAL COMPANY

OF ILLINOIS

SHIPPER'S NO.

CARRIER'S NO.

the property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Note: street address of consignee - for purposes of notification only.)

AT: CHICAGO, ILLINOIS FROM SANTA FE RAILWAY

AUGUST 23, 1974

NAME OF CARRIER CCCI

CONSIGNEE TO CONSERVATION CHEMICAL COMPANY OF ILLINOIS 6500 INDUSTRIAL HIGHWAY (Mail or street address of consignee for purposes of notification only.)

DESTINATION GARY, STATE INDIANA COUNTY LAKE

ROUTE (To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

DELIVERING CARRIER CCCI P.O. NO. CAR OR VEHICLE INITIALS & NO.

| NO. PACKAGES | DESCRIPTION | WEIGHT SUB TO CAR | CLASS OR RATE | CHECK COLUMN | Signature of consignee |
|--------------|--|-------------------|---------------|--------------|------------------------|
| 1 | 40 FOOT VAN FOR PIGGYBACK SERVICE TO KANSAS CITY, MISSOURI | 260 Van | | | |
| | | 8 FTZ 200414 | | | |

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding per

| CCCI | Shipper, Per K. MISSE | SANTA FE | Agent, Per |
|---------------------|-----------------------|-------------|------------|
| DEPART TERMINAL | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT |
| ARRIVE TERMINAL | MILES OUT | | |
| TOTAL TIME | MILES IN | | |
| ARRIVE PLANT | DELAY AT TERMINAL | | |
| START LOAD | | | |
| FINISH LOAD | | | |
| DEPART PLANT | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | |

ORIGINAL

THIS MEMORANDUM is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record. RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

19644

SHIPPER'S NO.



CONSERVATION CHEMICAL COMPANY

OF ILLINOIS

the property described below, in apparent good order, except as noted (contents and condition of packages unknown), impiled, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Freight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: CHICAGO, ILLINOIS FROM SANTA FE RAILWAY

AUGUST 23, 1974

NAME OF CARRIER CCCI

CONSIGNEE TO (Mail or street address of consignee-For purposes of notification only.) CONSERVATION CHEMICAL COMPANY OF ILLINOIS 6500 INDUSTRIAL HIGHWAY

DESTINATION GARY, STATE INDIANA COUNTY LAKE

ROUTE (To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

260

| NO. PACKAGES | DESCRIPTION | WEIGHT SUB TO COT | CLASS OR RATE | CHECK COLUMN |
|--------------|--|-------------------|---------------|--------------|
| 1 | 40 FOOT VAN FOR PIGGYBACK SERVICE TO KANSAS CITY, MISSOURI | 260 | Van | |
| | | 8 FT 2 200914 | | |

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \$1000.

SHIP AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

| | | | |
|-----------------------------|-------------------|---------------------|---------------|
| CCCI Shipper, Per K. HUSSEN | | SANTA FE Agent, Per | |
| DEPART TERMINAL | GROSS WEIGHT | NET WEIGHT | NOSE |
| ARRIVE TERMINAL | YARD WEIGHT | | PUMP |
| TOTAL TIME | MILES OUT | | WEIGH |
| ARRIVE PLANT | MILES IN | | DEBURRAGE ONE |
| START LOAD | DELAY AT TERMINAL | DRIVER'S SIGNATURE | |
| FINISH LOAD | | REMARKS: | |
| DEPART PLANT | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | |

ACCOUNTING COPY

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY
Trailer Receipt; Inspection Record; and Contract Terms and Conditions.

FORM 1000 G. STD.

217069

| | | | | |
|------------------------------------|-----------|------------------------|----------------|------------------------|
| Trailer/Container Initial & Number | Date Out: | For Account Of: | Date In: | For Account Of: |
| Chassis/Bogie Initial & Number | Taken By: | Tractor or License No. | Brought In By: | Tractor or License No. |
| Station | Seals: | Rail Interchange To: | Seals: | Rail Interchange From: |

Trailer To Be Returned To Carrier From Whom Received Prior To 12:00 Midnight (Date)

TRAILER NOT TO BE INTERCHANGED TO ANOTHER CARRIER, EXCEPT AS FOLLOWS:

AT

| | | | |
|--|---|--|-----------------------------|
| (Carrier) | | (Place) | |
| CUSTOMER REQUEST | <input type="checkbox"/> AM <input type="checkbox"/> PM | <input type="checkbox"/> DELIVER EMPTY TRAILER | Shipper/Consignee & Address |
| | <input type="checkbox"/> AM <input type="checkbox"/> PM | <input type="checkbox"/> PICK UP EMPTY TRAILER | For Account Of |
| | <input type="checkbox"/> AM <input type="checkbox"/> PM | <input type="checkbox"/> DELIVER LOADED TRAILER | |
| TIME | DATE | ← ALL DATES & TIMES MUST BE FOLLOWS IN WHICH AVAILABLE | |
| TRAILER ARRIVED | | Routing Or Instructions | |
| TRAILER RELEASED TO CUSTOMER | | Shipper | |
| TRAILER AVAILABLE | | Origin Point | |
| Person Notified (Name) | | S/L Number | |
| Name of Representative Making Notification | | Routing | |
| PICK-UP AT RAMP | | Destination | |
| TRAILER RETURNED | | Waybill Date | Waybill Number |
| Cargo Receipt-Signature | | Freight Bill Date | Freight Bill Number |
| <input type="checkbox"/> Check W Trailer Dropped | | Weight | Places |

ANY DAMAGE OR DEFICIENCY FOUND BY INSPECTION SHALL BE MARKED BY SYMBOLS "C" - CUT, "H" - HOLE

| | | | | | |
|--|--|--|---|--|--|
| LOAD ————— OUTBOUND INSPECTION ————— EMPTY | | | LOAD ————— INBOUND INSPECTION ————— EMPTY | | |
| | | | | | |
| | | | | | |

EXPLAIN DEFECTS:

EXPLAIN DEFECTS:

If no exception use check mark

If no exception use check mark

| FLAPS | MARKER LTS. | TAIL STOP | AIR LEAKS | LDG. GEAR | FLAPS | MARKER LTS. | TAIL STOP | AIR LEAKS | LDG. GEAR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-------------|-------------|-----------|-----------|-------------|-------------|-----------|-----------|-----------|--|---------|-------------|---------|-------------|------|--|--|------|--|--|------|--|--|------|--|--|----------|-----------|--|----------|-----------|--|-----------|------|--|-----------|------|--|------|--|------|--|------|--|------|--|------|--|------|--|--|--|--|--|--|------|--------|--|------|--------|--|---------|-------------|---------|-------------|------|--|--|------|--|--|------|--|--|------|--|--|----------|-----------|--|----------|-----------|--|-----------|------|--|-----------|------|--|------|--|------|--|------|--|------|--|------|--|------|--|
| <table border="1"> <tr> <th rowspan="2">ITEM</th> <th colspan="2">AMOUNT</th> <th rowspan="2">ITEM</th> <th colspan="2">AMOUNT</th> </tr> <tr> <th>Visible</th> <th>Not Visible</th> <th>Visible</th> <th>Not Visible</th> </tr> <tr> <td>TARP</td> <td></td> <td></td> <td>TARP</td> <td></td> <td></td> </tr> <tr> <td>BOWS</td> <td></td> <td></td> <td>BOWS</td> <td></td> <td></td> </tr> <tr> <td>POSITION</td> <td colspan="2">CONDITION</td> <td>POSITION</td> <td colspan="2">CONDITION</td> </tr> <tr> <td rowspan="4">T I R E S</td> <td>-ROF</td> <td></td> <td rowspan="4">T I R E S</td> <td>-ROF</td> <td></td> </tr> <tr> <td>-RIF</td> <td></td> <td>-RIF</td> <td></td> </tr> <tr> <td>-ROR</td> <td></td> <td>-ROR</td> <td></td> </tr> <tr> <td>-RIR</td> <td></td> <td>-RIR</td> <td></td> </tr> </table> | | | | | ITEM | AMOUNT | | ITEM | AMOUNT | | Visible | Not Visible | Visible | Not Visible | TARP | | | TARP | | | BOWS | | | BOWS | | | POSITION | CONDITION | | POSITION | CONDITION | | T I R E S | -ROF | | T I R E S | -ROF | | -RIF | | -RIF | | -ROR | | -ROR | | -RIR | | -RIR | | <table border="1"> <tr> <th rowspan="2">ITEM</th> <th colspan="2">AMOUNT</th> <th rowspan="2">ITEM</th> <th colspan="2">AMOUNT</th> </tr> <tr> <th>Visible</th> <th>Not Visible</th> <th>Visible</th> <th>Not Visible</th> </tr> <tr> <td>TARP</td> <td></td> <td></td> <td>TARP</td> <td></td> <td></td> </tr> <tr> <td>BOWS</td> <td></td> <td></td> <td>BOWS</td> <td></td> <td></td> </tr> <tr> <td>POSITION</td> <td colspan="2">CONDITION</td> <td>POSITION</td> <td colspan="2">CONDITION</td> </tr> <tr> <td rowspan="4">T I R E S</td> <td>-ROF</td> <td></td> <td rowspan="4">T I R E S</td> <td>-ROF</td> <td></td> </tr> <tr> <td>-RIF</td> <td></td> <td>-RIF</td> <td></td> </tr> <tr> <td>-ROR</td> <td></td> <td>-ROR</td> <td></td> </tr> <tr> <td>-RIR</td> <td></td> <td>-RIR</td> <td></td> </tr> </table> | | | | | ITEM | AMOUNT | | ITEM | AMOUNT | | Visible | Not Visible | Visible | Not Visible | TARP | | | TARP | | | BOWS | | | BOWS | | | POSITION | CONDITION | | POSITION | CONDITION | | T I R E S | -ROF | | T I R E S | -ROF | | -RIF | | -RIF | | -ROR | | -ROR | | -RIR | | -RIR | |
| ITEM | AMOUNT | | ITEM | AMOUNT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Visible | Not Visible | | Visible | Not Visible | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TARP | | | TARP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BOWS | | | BOWS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| POSITION | CONDITION | | POSITION | CONDITION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| T I R E S | -ROF | | T I R E S | -ROF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | -RIF | | | -RIF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | -ROR | | | -ROR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | -RIR | | | -RIR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ITEM | AMOUNT | | ITEM | AMOUNT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Visible | Not Visible | | Visible | Not Visible | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TARP | | | TARP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BOWS | | | BOWS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| POSITION | CONDITION | | POSITION | CONDITION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| T I R E S | -ROF | | T I R E S | -ROF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | -RIF | | | -RIF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | -ROR | | | -ROR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | -RIR | | | -RIR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

THE CONSIGNOR OR CONSIGNEE (HEREINAFTER CALLED "USER") USING SAID TRAILER AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY (HEREINAFTER CALLED "SANTA FE") AGREE THAT THE FOREGOING TRAILER RECEIPT AND INSPECTION RECORD IS CORRECT AND THAT THE USE OF THE TRAILER SHALL BE SUBJECT TO ALL APPLICABLE TARIFFS AND TO THE CONTRACT TERMS AND CONDITIONS SET FORTH ON THE REVERSE SIDE HEREOF.

SANTA FE
BY

USER RETURNING TRAILER
BY

USER RECEIVING TRAILER
BY

ONLY AUTHORIZED AGENT OR USER
BY

DULY AUTHORIZED AGENT OF USER
BY

SANTA FE
BY

WEIGHED ON FAIRBANKS MORSE PRINTOMATIC

Number 200414 Date 8-23-74
Customer's Name Conservation Chemical
Address Hayward
Commodity soil

Remarks

260-200414 BL19644

lbs. Gross

2 7 2 8 0

lbs. Tare

lbs. Net @ Per lb. Price

Shipper

Weigher

Charles E. Kellogg
PIR

Fairbanks Morse Cat. 083715 (5/2114)

Printed in U.S.A.

STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

19888



CONSERVATION CHEMICAL COMPANY

OF ILLINOIS

SHIPPER'S NO.

The property described below, in apparent good order, except as noted (contents and condition of packages unknown, marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: CHICAGO, ILLINOIS FROM SANTA FE RAILROAD

NAME OF

CARRIER CCCI

SEPTEMBER 24, 1974

CONSIGNEE TO

(Mail or street address of consignee - For purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS

DESTINATION

STATE

COUNTY

ROUTE

INDIANA

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

247

| NO. PACKAGES | DESCRIPTION | WEIGHT SUB TO CCR | CLASS OR RATE | CHECK COLUMN |
|--------------|--|-------------------|---------------|--------------|
| 1 | 40 FOOT BOX VAN FOR PIGGYBACK SERVICE SERVICE KANSAS CITY, MO. # 275291 | | | |

(Signature of consignee)

If charges are to be prepaid, write or stamp here. To be prepaid.

Received by _____
to apply in prepayment of the charges on the property described herein.

Agent or Cashier

(The signature here endorsed, obligates only the amount prepaid.)

Charges advanced \$

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____

CCCI

Shipper, Per K. MUSSER

SANTA FE

Agent, Per

| DEPART TERMINAL | 9:00 | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT | HOSE | PUMP | WEIGH | DEMURRAGE ENG. |
|---------------------|-----------|-------------------|-------------|--------------------|----------------|------|-------|----------------|
| ARRIVE TERMINAL | 1:04 | MILES OUT | 16-2922 | | | | | |
| TOTAL TIME | | MILES IN | 16-3032 | | | | | |
| ARRIVE PLANT | 10:00 | DELAY AT TERMINAL | | DRIVER'S SIGNATURE | H. J. J. J. J. | | | |
| START LOAD | | | | REMARKS: | | | | |
| FINISH LOAD | | | | | | | | |
| DEPART PLANT | 11:15 | | | | | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | | | | | | |

ORIGINAL

THIS MEMORANDUM is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record. RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

19888



CONSERVATION CHEMICAL COMPANY OF ILLINOIS

SHIPPER'S NO.

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Freight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: CHICAGO, ILLINOIS

FROM SANTA FE RAILROAD

NAME OF

CARRIER CCCI

SEPTEMBER 24, 1974

CONSIGNEE TO

(Mail or street address of consignee-For purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS

DESTINATION

STATE

COUNTY

CARY,

INDIANA

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

247

| NO. PACKAGES | DESCRIPTION | WEIGHT SUB. TO CAR. | CLASS OR RATE | CHECK COLUMN | (Signature of consignee.) If charges are to be prepaid, write or stamp here, "To be prepaid." |
|--------------|---|------------------------|------------------|-----------------|---|
| 1 | 40 FOOT BOX VAN FOR PICKUP SERVICE BERKELEY KANSAS CITY, MO. <i>71-291</i> | | | | Received \$ to apply in prepayment of the charges on the property described herein. Agent or Cashier Per (The signature here acknowledged only the amount prepaid.) Charges advanced \$ |

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding per

AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

CCCI

Shipper, Per K. HUSSEN

SANTA FE

Agent, Per

| DEPART TERMINAL | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT | HOSE | PUMP | WEIGH | DEMURRAGE GMS. |
|------------------------|-------------------|--------------------------------|------------|------|------|-------|----------------|
| ARRIVE TERMINAL | MILES OUT | DRIVER'S SIGNATURE REMARKS: | | | | | |
| TOTAL TIME | MILES IN | | | | | | |
| ARRIVE PLANT | DELAY AT TERMINAL | | | | | | |
| START LOAD | | | | | | | |
| FINISH LOAD | | | | | | | |
| DEPART PLANT | | | | | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | | | | | |

FILE COPY

THIS SHIPPING ORDER must be legibly filled in, in Ink, Indelible Pencil, or in Carbon, and retained by the Agent.
RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

19888

SHIPPER'S NO.



CONSERVATION CHEMICAL COMPANY OF ILLINOIS

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and delivered as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Freight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: CHICAGO, ILLINOIS

FROM SANTA FE RAILROAD

NAME OF

CARRIER CCCI

RECEIVED SEPTEMBER 24, 1974

CONSIGNEE TO

(Mail or street address of consignee - For purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS

DESTINATION

STATE

COUNTY

ROUTE GARY,

INDIANA

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

247

| NO. PACKAGES | DESCRIPTION | WEIGHT SUB TO CAR. | CLASS OR RATE | CHECK COLUMN | (Signature of consignee.) |
|--------------|--|--------------------|---------------|--------------|---|
| 1 | 40 FOOT BOX VAN FOR PIGGYBACK SERVICE SENSIBETO KANSAS CITY, MO. # 275291 | | | | Received \$ to apply in prepayment of the charges on the property described herein. Agent or Carrier Per (The signature here acknowledges only the amount prepaid.) Charges advanced \$ |

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

CCCI

Shipper, Per K. BUSSE

SANTA FE

Agent, Per

| DEPART TERMINAL | 9 00 | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT | HOSE | PUMP | WEIGH | DEMURRAGE CHG. |
|---------------------|-----------|-------------------|-------------|------------|------|------|-------|----------------|
| ARRIVE TERMINAL | 1 00 | MILES OUT 16-2922 | | | | | | |
| TOTAL TIME | | MILES IN 16-3032 | | | | | | |
| ARRIVE PLANT | 10 00 | DELAY AT TERMINAL | | | | | | |
| START LOAD | | | | | | | | |
| FINISH LOAD | | | | | | | | |
| DEPART PLANT | 11 15 | | | | | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | | | | | | |

DRIVER'S SIGNATURE

REMARKS:

H. J. J. J. J.

CUSTOMER COPY

| | | | | | | | | | |
|---|-------------|---|-----------|--|----------------------------------|-----------------------------|-------------|------------------------|-------------|
| Trailer/Container Initial & Number | | Date Out: | | For Account Of: | | Date In: | | For Account Of: | |
| Chassis/Bogie Initial & Number | | Taken By: | | Tractor or License No. | | Brought In By: | | Tractor or License No. | |
| Station | | Seals: | | Rail Interchange To: | | Seals: | | Rail Interchange From: | |
| Trailer To Be Returned To Carrier From Whom Received Prior To 12:00 Midnite (Date) | | | | | | | | | |
| TRAILER NOT TO BE INTERCHANGED TO ANOTHER CARRIER, EXCEPT AS FOLLOWS: | | | | | | | | | |
| AT | | | | | | | | | |
| (Carrier) | | | | | (Place) | | | | |
| CUSTOMER REQUEST | | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> SEALS EMPTY | | Shipper/Consignee & Address | | | |
| | | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> PICK UP EMPTY TRAILER | | | | | |
| | | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> TRAILER LOADED | | | | | |
| TIME | DATE | ← ALL DATES & TIMES MUST BE FILLED IN WHEN APPLICABLE | | | | For Account Of | | | |
| | | TRAILER ARRIVED | | | | Routing Or Instructions | | | |
| | | TRAILER RELEASED TO CUSTOMS | | | | Shipper | | | |
| | | TRAILER AVAILABLE | | | | Origin Point | | | |
| | | Person Notified (Name) | | | | B/L Number | | | |
| Name of Representative Making Notification | | | | | | Routing | | | |
| | | PICK-UP AT RAMP | | | | Destination | | | |
| | | TRAILER RETURNED | | | | Waybill Date | | Waybill Number | |
| | | Cargo Receipt-Signature | | | | Weight | | | |
| <input type="checkbox"/> Check If Trailer Dropped | | | | | | Freight Bill Date | | Freight Bill Number | |
| | | | | | | Pieces | | | |
| ANY DAMAGE OR DEFICIENCY FOUND BY INSPECTION SHALL BE MARKED BY SYMBOLS "C" - CUT, "H" - HOLE. | | | | | | | | | |
| LOAD OUTBOUND INSPECTION | | | | | LOAD INBOUND INSPECTION | | | | |
| EMPTY | | | | | EMPTY | | | | |
| | | | | | | | | | |
| EXPLAIN DEFECTS: | | | | | EXPLAIN DEFECTS: | | | | |
| If no exception use check mark | | | | | If no exception use check mark | | | | |
| FLAPS | MARKER LTS. | TAIL STOP | AIR LEAKS | LDG. GEAR | FLAPS | MARKER LTS. | TAIL STOP | AIR LEAKS | LDG. GEAR |
| ITEM | AMOUNT | | AMOUNT | | ITEM | AMOUNT | | AMOUNT | |
| | Visible | Not Visible | Visible | Not Visible | | Visible | Not Visible | Visible | Not Visible |
| TARP | | | CHAINS | | TARP | | | CHAINS | |
| BOWS | | | BINDERS | | BOWS | | | BINDERS | |
| POSITION | CONDITION | | POSITION | CONDITION | POSITION | CONDITION | | POSITION | CONDITION |
| T I R E S | -ROF | | LOF | | T I R E S | -ROF | | LOF | |
| | -RIF | | LIF | | | -RIF | | LIF | |
| | -ROR | | LOR | | | -ROR | | LOR | |
| | -RIR | | LIR | | | -RIR | | LIR | |
| THE CONSIGNOR OR CONSIGNEE (HEREINAFTER CALLED "USER") USING SAID TRAILER AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY (HEREINAFTER CALLED "SANTA FE") AGREE THAT THE FOREGOING TRAILER RECEIPT AND INSPECTION RECORD IS CORRECT AND THAT THE USE OF THE TRAILER SHALL BE SUBJECT TO ALL APPLICABLE TARIFFS AND TO THE CONTRACT TERMS AND CONDITIONS SET FORTH ON THE REVERSE SIDE HEREOF. | | | | | | | | | |
| SANTA FE BY | | | | | USER RETURNING TRAILER BY | | | | |
| USER RECEIVING TRAILER BY | | | | | ONLY AUTHORIZED AGENT OR USER BY | | | | |
| DULY AUTHORIZED AGENT OF USER BY | | | | | SANTA FE BY | | | | |

STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

19937



CONSERVATION CHEMICAL COMPANY

OF ILLINOIS

SHIPPER'S NO.

CARRIER'S NO.

AT: CHICAGO, ILLINOIS FROM SANTA FE RAILROAD

OCTOBER 2, 1974

NAME OF
CARRIER CCCI

CONSIGNED TO

(Mail or street address of consignee—for purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS 6500 INDUSTRIAL HIGHLY

DESTINATION

GARY,

STATE
INDIANACOUNTY
LAKE

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

260

| NO. PACKAGES | DESCRIPTION | WEIGHT LBS TO COS. | CLASS OR RATE | CHECK COLUMN | (Signature of consignee) |
|-----------------|---|-----------------------|------------------|-----------------|---|
| 1 | 40FOOT VAN FOR PIGGYBACK SERVICE TO KANSAS CITY, MISSOURI | 279558 | | | Received & to apply in payment of the charges on the property described herein. |
| | | | | | Agent or Cashier |
| | | | | | (The signature here endorsed signs only the amount prepaid.) |
| | | | | | Charges advanced \$ |

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \$

| CCCI Shipper, Per | | K. MUSSER | | SANTA FE Agent, Per | | | | |
|------------------------|-----------|-------------------|---|---------------------|------|------|-------|----------------|
| DEPART TERMINAL | | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT | MOSE | PUMP | WEIGH | DEBURRAGE ENG. |
| ARRIVE TERMINAL | | MILES OUT | DRIVER'S SIGNATURE <i>Charles E. Kellogg Jr</i> REMARKS: | | | | | |
| TOTAL TIME | | MILES IN | | | | | | |
| ARRIVE PLANT | 600 | DELAY AT TERMINAL | | | | | | |
| START LOAD | | | | | | | | |
| FINISH LOAD | | | | | | | | |
| DEPART PLANT | 645 | | | | | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | | | | | | |

ORIGINAL

DRIVER'S SIGNATURE

REMARKS:

THIS is an acknowledgment that a bill of lading has been issued and is the Original Bill of Lading, or duplicate, covering the property named herein, and is intended solely for filing or record. It is subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

19937

SHIPPER'S NO.



CONSERVATION CHEMICAL COMPANY

OF ILLINOIS

The property described below, in apparent good order, except as noted (contents and conditions of packages unknown), marked, consigned, and destined as indicated below, is hereby consigned to the said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Freight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including its use on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Blank or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: CHICAGO, ILLINOIS FROM SANTA FE RAILROAD

OCTOBER 2, 1974

NAME OF

CARRIER CCCI

CONSIGNED TO

(Mail or street address of consignee for purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS 6500 INDUSTRIAL HIGHWAY

DESTINATION

STATE

COUNTY

GARY,

INDIANA

LAKE

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereof.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

260

| NO. PACKAGES | DESCRIPTION | WEIGHT SUB TO CCR | CLASS OR RATE | CHECK COLUMN | (Signature of consignee) |
|--------------|---|-------------------|---------------|--------------|--------------------------|
| 1 | 40FOOT VAN FOR PIGGYBACK SERVICE TO KANSAS CITY, MISSOURI | 279558 | | | |

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____

SHIP AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

| | | | |
|----------------------------|-----------|---------------------|----------------|
| CCCI Shipper, Per K. RISSE | | SANTA FE Agent, Per | |
| DEPART TERMINAL | | GROSS WEIGHT | TARE WEIGHT |
| ARRIVE TERMINAL | | NET WEIGHT | HOSE |
| TOTAL TIME | | WEIGH | PUMP |
| ARRIVE PLANT | 600 | DELAY AT TERMINAL | WEIGH |
| START LOAD | | | DEBURRAGE CHG. |
| FINISH LOAD | | | |
| DEPART PLANT | 645 | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | |

DRIVER'S SIGNATURE: *Charles J. McLaughlin*

REMARKS:

ACCOUNTING COPY

| | | | | | | | | | |
|---|------------|---|-----------|---|----------------------------------|---|-------------|------------------------|-------------|
| Trailer Initial & Number | | Date Out: | | For Account Of: | | Date In: | | For Account Of: | |
| Chassis/Bogie Initial & Number | | Taken By: | | Tractor or License No. | | Brought In By: | | Tractor or License No. | |
| Station | | Seals: | | Rail Interchange To: | | Seals: | | Rail Interchange From: | |
| Trailer To Be Returned To Carrier From Whom Received Prior To 12:00 Midnight (Date) | | | | | | | | | |
| TRAILER NOT TO BE INTERCHANGED TO ANOTHER CARRIER, EXCEPT AS FOLLOWS: | | | | | | | | | |
| AT | | | | | | | | | |
| (Carrier) | | | | (Place) | | | | | |
| CUSTOMER REQUEST | | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> DELIVER SHIPP TRAILER | | Shipper/Consignee & Address | | | |
| | | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> PICK UP SHIPP TRAILER | | | | | |
| | | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> DELIVER LEASED TRAILER | | | | | |
| TIME | | DATE | | ALL DATES & TIMES MUST BE FILLED IN WHEN APPLICABLE TRAILER ARRIVED TRAILER RELEASED TO CUSTOMER TRAILER AVAILABLE Person Notified (Name) | | For Account Of Routing Or Instructions Shipper Origin Point Routing Destination B/L Number Commodity Weight Pieces | | | |
| PICK-UP AT RAMP | | TRAILER RETURNED | | | | | | | |
| Name of Representative Making Notification | | Cargo Receipt-Signature | | | | | | | |
| Check if Trailer Dropped <input type="checkbox"/> | | | | | | | | | |
| ANY DAMAGE OR DEFICIENCY FOUND BY INSPECTION SHALL BE MARKED BY SYMBOLS "C" - CUT, "H" - HOLE | | | | | | | | | |
| LOAD OUTBOUND INSPECTION | | | | | LOAD INBOUND INSPECTION | | | | |
| EXPLAIN DEFECTS: | | | | | EXPLAIN DEFECTS: | | | | |
| If no exception use check mark | | | | | | | | | |
| FLAPS | MARKER LTS | TAIL STOP | AIR LEAKS | LOG. GEAR | FLAPS | MARKER LTS | TAIL STOP | AIR LEAKS | LOG. GEAR |
| AMOUNT | | AMOUNT | | AMOUNT | | AMOUNT | | AMOUNT | |
| ITEM | Visible | Not Visible | Visible | Not Visible | ITEM | Visible | Not Visible | Visible | Not Visible |
| TARP | | | CHAINS | | TARP | | | CHAINS | |
| BOWS | | | BINDERS | | BOWS | | | BINDERS | |
| POSITION | CONDITION | | POSITION | CONDITION | | POSITION | CONDITION | | CONDITION |
| T I R E S | -ROF | | LOF | | T I R E S | -ROF | | LOF | |
| | -RIF | | LIF | | | -RIF | | LIF | |
| | -ROR | | LOR | | | -ROR | | LOR | |
| | -RIR | | LIR | | | -RIR | | LIR | |
| THE CONSIGNOR OR CONSIGNEE (HEREINAFTER CALLED "USER") USING SAID TRAILER AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY (HEREINAFTER CALLED "SANTA FE") AGREE THAT THE FOREGOING TRAILER RECEIPT AND INSPECTION RECORD IS CORRECT AND THAT THE USE OF THE TRAILER SHALL BE SUBJECT TO ALL APPLICABLE TARIFFS AND TO THE CONTRACT TERMS AND CONDITIONS SET FORTH ON THE REVERSE SIDE HEREOF. | | | | | | | | | |
| SANTA FE BY <i>[Signature]</i> | | | | | USER RETURNING TRAILER BY | | | | |
| USER RECEIVING TRAILER BY | | | | | DULY AUTHORIZED AGENT OR USER BY | | | | |
| DULY AUTHORIZED AGENT OF USER BY | | | | | SANTA FE BY | | | | |

COPY 6, DRIVER

STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

BILL OF LADING NO.

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

20212


CONSERVATION CHEMICAL COMPANY
OF ILLINOIS

SHIPPER'S NO.

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: CHICAGO, ILLINOIS

FROM SANTA FE RAILROAD

(CHECK POINT) 3403 W. 39th Street

NOVEMBER 8, 19 74

NAME OF
CARRIER CCCI

CONSIGNEE TO

(Mail or street address of consignee-For purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS

DESTINATION

STATE

COUNTY

GARY,

INDIANA

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

247

| NO. PACKAGES | DESCRIPTION | WEIGHT SUB TO COM. | CLASS OR RATE | CHECK COLUMN | Signature of consignee |
|--------------|---|-----------------------|------------------|-----------------|---|
| 1 | 40 FOOT VAN FOR PIGGYBACK SERVICE TO KANSAS CITY, MO. 271404 | | | | Received \$ _____ to apply in payment of the charges on the property de- scribed herein. Agent or Cashier Per _____ (The signature here endorsed represents only the amount prepaid.) Charges advanced \$ _____ |

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____

CCCI

Shipper, Per K. MUSSER

SANTA FE

Agent, Per

| DEPART TERMINAL | 4:30 | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT | HOSE | PUMP | WEIGH | DEMURRAGE CHG. |
|------------------------|------|-------------------|-------------|------------|------|------|-------|----------------|
| ARRIVE TERMINAL | 7:45 | MILES OUT | | | | | | |
| TOTAL TIME | | MILES IN | | | | | | |
| ARRIVE PLANT | | DELAY AT TERMINAL | | | | | | |
| START LOAD | | | | | | | | |
| FINISH LOAD | | | | | | | | |
| DEPART PLANT | | | | | | | | |
| TOTAL TIME IN PLANT | HRS. | MIN. | | | | | | |

DRIVER'S SIGNATURE

REMARKS:

ORIGINAL

THIS MEMORANDUM is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record. RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.
20212



CONSERVATION CHEMICAL COMPANY OF ILLINOIS

SHIPPER'S NO.

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and delivered as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under this contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Freight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: **CHICAGO, ILLINOIS** FROM **SANTA FE RAILROAD (CHECK POINT) 3403 S. 39th Street**

NOVEMBER 8, 19 74

NAME OF
CARRIER **CCC**

CONSIGNEE TO

(Mail or street address of consignee - For purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS

DESTINATION

STATE

COUNTY

CANY.

INDIANA

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCC

247

| NO. PACKAGES | DESCRIPTION | WEIGHT LBS. TO COI. | CLASS OR RATE | CHECK COLUMN | Signature of consignee |
|--------------|--|------------------------|------------------|-----------------|------------------------|
| 1 | 40 FOOT VAN FOR PICKUP SERVICE TO KANSAS CITY, MO. 271404 | | | | |

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____

SHIP AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

| Shipper, Per R. HISSER | | SANTA FE Agent, Per | | | | | | |
|-------------------------------|-----------|---------------------|-------------|------------|------|------|-------|----------------|
| DEPART TERMINAL | | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT | HOSE | PUMP | WEIGH | DEMURRAGE CHG. |
| ARRIVE TERMINAL | | MILES OUT | | | | | | |
| TOTAL TIME | | MILES IN | | | | | | |
| ARRIVE PLANT | | DELAY AT TERMINAL | | | | | | |
| START LOAD | | | | | | | | |
| FINISH LOAD | | | | | | | | |
| DEPART PLANT | | | | | | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | | | | | | |

DRIVER'S SIGNATURE

REMARKS:

FILE COPY

THIS SHIPPING ORDER must be legibly filled in, in Ink, Indelible Pencil, or in Carbon, and retained by the Agent.
RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

20212



CONSERVATION CHEMICAL COMPANY OF ILLINOIS

SHIPPER'S NO.

the property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Freight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: CHICAGO, ILLINOIS FROM SANTA FE RAILROAD (CHEEK POINT) 3403 W. 39th Street

NOVEMBER 8, 19 74

NAME OF
CARRIER CCCI

CONSIGNEE TO (Mail or street address of consignee - For purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS

DESTINATION

STATE

COUNTY

GARY,

INDIANA

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

247

| NO. PACKAGES | DESCRIPTION | WEIGHT SUB. TO CAR. | CLASS OR RATE | CHECK COLUMN |
|--------------|---|------------------------|------------------|-----------------|
| 1 | 40 FOOT VAN FOR PIGGYBACK SERVICE TO KANSAS CITY, MO. 271404 | | | |

(Signature of consignee.)
If charges are to be prepaid, write or stamp here, "To be prepaid."

Received \$ _____
to apply in prepayment of the charges on the property described herein.

Agent or Carrier

Per _____
(The signature here authorized only the amount prepaid.)

Charges advanced \$ _____

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____

AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

| CCCI | Shipper, Per K. MUSSEY | SANTA FE | Agent, Per |
|---------------------|------------------------|-------------------|----------------|
| DEPART TERMINAL | 4 38 | GROSS WEIGHT | TARE WEIGHT |
| ARRIVE TERMINAL | 7 45 | NET WEIGHT | HOSE |
| TOTAL TIME | 3 2 | WEIGH | PUMP |
| ARRIVE PLANT | | DELAY AT TERMINAL | WEIGH |
| START LOAD | | | DEBURRAGE GMS. |
| FINISH LOAD | | | |
| DEPART PLANT | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | |

DRIVER'S SIGNATURE

REMARKS:

CUSTOMER COPY

20212



CARRIER'S NO.

NAME OF CARRIER **CCCI**

247

AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

ACCOUNTING COPY

| | | | | | | | | | | |
|---|------|---|-------------|--|--|-----------------------------|-------------|------------------------|-----------|------------|
| Trailer/Container Initial & Number | | Date Out: | | Account Of: | | Date In: | | For Account Of: | | |
| Chassis/Bogie Initial & Number | | Taken By: | | Tractor or License No. | | Brought In By: | | Tractor or License No. | | |
| Station | | Seals: | | Rail Interchange To: | | Seals: | | Rail Interchange From: | | |
| Trailer To Be Returned To Carrier From Whom Received Prior To 12:00 Midnite (Date) | | | | | | | | | | |
| TRAILER NOT TO BE INTERCHANGED TO ANOTHER CARRIER, EXCEPT AS FOLLOWS: | | | | | | | | | | |
| AT | | | | | | | | | | |
| (Carrier) | | | | | (Place) | | | | | |
| CUSTOMER REQUEST | | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> DELIVER EMPTY TRAILER | | Shipper/Consignee & Address | | | | |
| | | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> PICK UP SHIPPED TRAILER | | | | | | |
| | | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> DELIVER LOADED TRAILER | | | | | | |
| TIME | | DATE | | <div style="border: 1px solid black; padding: 2px; text-align: center;"> <small>ALL DATES & TIMES MUST BE FILLED IN WHEN APPLICABLE</small> </div> | | Routing Or Instructions | | | | |
| | | TRAILER ARRIVED | | | | | | | | |
| | | TRAILER RELEASED TO CUSTOMS | | | | | | | | |
| | | TRAILER AVAILABLE | | | | | | | | |
| Name of Representative Making Notification | | Person Notified (Name) | | | | Origin Point | | | | B/L Number |
| | | | | | | Routing | | | | Commodity |
| | | PICK-UP AT RAMP | | | | Destination | | | | |
| | | TRAILER RETURNED | | | | Waybill Date | | Waybill Number | | Weight |
| <input type="checkbox"/> Check If Trailer Dropped | | Cargo Receipt-Signature | | | | Freight Bill Date | | Freight Bill Number | | Pieces |
| ANY DAMAGE OR DEFICIENCY FOUND BY INSPECTION SHALL BE MARKED BY SYMBOLS "C" - CUT, "H" - HOLE | | | | | | | | | | |
| LOAD OUTBOUND INSPECTION | | | | | LOAD INBOUND INSPECTION | | | | | |
| <div style="display: flex; justify-content: space-around;"> </div> | | | | | <div style="display: flex; justify-content: space-around;"> </div> | | | | | |
| EXPLAIN DEFECTS: | | | | | EXPLAIN DEFECTS: | | | | | |
| If no exception use check mark | | | | | If no exception use check mark | | | | | |
| FLAPS | | MARKER LTS. | | TAIL STOP | AIR LEAKS | | LDG. GEAR | | | |
| ITEM | | AMOUNT | | | AMOUNT | | | | | |
| | | Visible | Not Visible | | Visible | | Not Visible | | | |
| TARP | | | | CHAINS | | | | | | |
| BOWS | | | | BINDERS | | | | | | |
| POSITION | | CONDITION | | POSITION | CONDITION | | POSITION | | CONDITION | |
| T I R E S | -ROF | | | LOF | | | | | | |
| | -RIF | | | LIF | | | | | | |
| | -ROR | | | LOR | | | | | | |
| | -RIR | | | LIR | | | | | | |
| THE CONSIGNOR OR CONSIGNEE (HEREINAFTER CALLED "USER") USING SAID TRAILER AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY (HEREINAFTER CALLED "SANTA FE") AGREE THAT THE FOREGOING TRAILER RECEIPT AND INSPECTION RECORD IS CORRECT AND THAT THE USE OF THE TRAILER SHALL BE SUBJECT TO ALL APPLICABLE TARIFFS AND TO THE CONTRACT TERMS AND CONDITIONS SET FORTH ON THE REVERSE SIDE HEREOF. | | | | | | | | | | |
| SANTA FE BY | | | | | USER RETURNING TRAILER BY | | | | | |
| USER RECEIVING TRAILER BY | | | | | DULY AUTHORIZED AGENT OR USER BY | | | | | |
| DULY AUTHORIZED AGENT OF USER BY | | | | | SANTA FE BY | | | | | |

COPY 6, DRIVER

THIS MEMORANDUM is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record. RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

20213



CONSERVATION CHEMICAL COMPANY OF ILLINOIS

SHIPPER'S NO.

the property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Freight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and that said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: CHICAGO, ILLINOIS FROM SANTA FE RAILROAD (CHECK POINT) 3403 W. 39TH STREET

NOVEMBER 8, 1974

NAME OF
CARRIER CCCI

CONSIGNEE TO (Mail or street address of consignee for purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS

DESTINATION

STATE

COUNTY

CARY,

INDIANA

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

479

| NO. PACKAGES | DESCRIPTION | WEIGHT SUB TO COE | CLASS OR RATE | CHECK COLUMN | (Signature of consignee) |
|--------------|--|----------------------|------------------|-----------------|--------------------------|
| 1 | 40 FOOT VAN FOR PIGGYBACK SERVICE TO KANSAS CITY, MO. <i>AT - 11/8/74</i> | | | | |

NOTE: Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____

SHIP AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

| Shipper, Per K. SASSER | | | | SANTA FE Agent, Per | | | |
|------------------------|------|-------------------|-------------|--------------------------------|------|------|-------|
| DEPART TERMINAL | | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT | HOSE | PUMP | WEIGH |
| ARRIVE TERMINAL | | MILES OUT | | | | | |
| TOTAL TIME | | MILES IN | | | | | |
| ARRIVE PLANT | | DELAY AT TERMINAL | | DRIVER'S SIGNATURE REMARKS: | | | |
| START LOAD | | | | | | | |
| FINISH LOAD | | | | | | | |
| DEPART PLANT | | | | | | | |
| TOTAL TIME IN PLANT | HRS. | MIN. | | | | | |

FILE COPY

STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

20234

CONSERVATION CHEMICAL COMPANY
OF ILLINOIS

SHIPPER'S NO.

CARRIER'S NO.

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), packed, consigned, and delivered as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

AT: CHICAGO, ILLINOIS

FROM

SANTA FE RAILROAD

NOVEMBER 13, 1974

NAME OF
CARRIER CCCI

CONSIGNEE TO

(Mail or street address of consignee - For purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS

DESTINATION

STATE

COUNTY

GARY,

INDIANA

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

260

204324

| NO. PAKAGES | DESCRIPTION | WEIGHT SUB TO CAR. | CLASS OR RATE | CHECK COLUMN | (Signature of consignee.) |
|----------------|---|-----------------------|------------------|-----------------|---|
| 1 | 40 FOOT VAN FOR PIGGYBACK SERVICE TO KANSAS CITY, MO. | | | | Received \$ to apply in payment of the charges on the property de- scribed herein. Agent or Cashier Per (The signature here acknowl- edges only the amount prepaid.) Charges admitted \$ |

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

CCCI

Shipper, Per

K. MUSSER

SANTA FE Agent, Per

Hob Rf

| DEPART TERMINAL | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT | HOSE | PUMP | WEIGH | DEMURAGE ONE. |
|------------------------|-------------------|-------------|------------|------|------|-------|---------------|
| ARRIVE TERMINAL | MILES OUT | | | | | | |
| TOTAL TIME | MILES IN | | | | | | |
| ARRIVE PLANT | DELAY AT TERMINAL | | | | | | |
| START LOAD | | | | | | | |
| FINISH LOAD | | | | | | | |
| DEPART PLANT | | | | | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | | | | | |

DRIVER'S SIGNATURE
REMARKS:

ORIGINAL

THIS MEMORANDUM is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record. RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

20234

SHIPPER'S NO.



CONSERVATION CHEMICAL COMPANY OF ILLINOIS

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: CHICAGO, ILLINOIS

FROM

SANTA FE RAILROAD

NOVEMBER 13, 1974

NAME OF
CARRIER

CCCC

CONSIGNEE TO

(Mail or street address of consignee - For purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS

DESTINATION

STATE

COUNTY

GARY,

INDIANA

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCC

260

204324

| NO. PACKAGES | DESCRIPTION | WEIGHT SUB TO COT. | CLASS OR RATE | CHECK COLUMN | Signature of consignee |
|-----------------|---|-----------------------|------------------|-----------------|------------------------|
| 1 | 40 FOOT VAN FOR PIGGYBACK SERVICE TO KANSAS CITY, MO. | | | | |

NOTE - Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____

SHIP AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

| | | | |
|----------------------------|-----------|---------------------|-------------|
| CCCC Shipper, Per K. BUSSE | | SANTA FE Agent, Per | |
| DEPART TERMINAL | | GROSS WEIGHT | TARE WEIGHT |
| ARRIVE TERMINAL | | MILES OUT | |
| TOTAL TIME | | MILES IN | |
| ARRIVE PLANT | 1215 | DELAY AT TERMINAL | |
| START LOAD | | | |
| FINISH LOAD | | | |
| DEPART PLANT | 100 | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | |

DRIVER'S SIGNATURE: *Paul J. [Signature]*

REMARKS:

ACCOUNTING COPY

| | | | | | | | | | |
|---|-------------------------------|---|-------------------------------|--|---|---|-----------|-------------------------------|-----------|
| Trailer/Container Initial & Number 1100 | | Date Out: 11/11 | | For Account Of: | | Date In: | | For Account Of: | |
| Chassis/Bogie Initial & Number | | Taken By: | | Tractor or License No. | | Brought In By: | | Tractor or License No. | |
| Station CORNELL | | Seals: | | Rail Interchange To: | | Seals: | | Rail Interchange From: | |
| Trailer To Be Returned To Carrier From Whom Received Prior To 1200 Midnight (Date) | | | | | CONTROL NUMBER 245455 | | | | |
| TRAILER NOT TO BE INTERCHANGED TO ANOTHER CARRIER, EXCEPT AS FOLLOWS: | | | | | | | | | |
| AT | | | | | | | | | |
| (Carrier) | | | | | (Place) | | | | |
| CUSTOMER REQUEST | | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> DELIVER BOTH TRAILER | | Shipper/Consignee & Address | | | |
| | | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> PICK UP TRAILER | | | | | |
| | | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> DELIVER LOST TRAILER | | | | | |
| TIME | | DATE | | ALL DATES & TIMES MUST BE FILLED IN WHEN APPLICABLE 1100 11/11 TRAILER ARRIVED TRAILER RELEASED TO CUSTOMS TRAILER AVAILABLE Person Notified (Name) | | Routing Or Instructions Shipper Origin Point B/L Number Routing Commodity Destination | | | |
| Name of Representative Making Notification | | PICK-UP AT RAMP | | | | | | | |
| 11/11 11:50 <input type="checkbox"/> Check if Trailer Dropped | | TRAILER RETURNED Cargo Receipt-Signature | | | | | | | |
| Waybill Date | | Waybill Number | | | | | | | |
| Freight Bill Date | | Freight Bill Number | | Pieces | | | | | |
| ANY DAMAGE OR DEFICIENCY FOUND BY INSPECTION SHALL BE MARKED BY SYMBOLS "C" - CUT, "H" - HOLE | | | | | | | | | |
| LOAD _____ OUTBOUND INSPECTION _____ EMPTY _____ | | | | | LOAD _____ INBOUND INSPECTION _____ EMPTY _____ | | | | |
| EXPLAIN DEFECTS: | | | | | EXPLAIN DEFECTS: | | | | |
| If no exception use check mark | | | | | If no exception use check mark | | | | |
| FLAPS | MARKER LTS. | TAIL STOP | AIR LEAKS | LDG. GEAR | FLAPS | MARKER LTS. | TAIL STOP | AIR LEAKS | LDG. GEAR |
| ITEM | AMOUNT Visible Not Visible | | AMOUNT Visible Not Visible | | ITEM | AMOUNT Visible Not Visible | | AMOUNT Visible Not Visible | |
| TARP | | | CHAINS | | TARP | | | CHAINS | |
| BOWS | | | BINDERS | | BOWS | | | BINDERS | |
| POSITION | CONDITION | | POSITION | | POSITION | CONDITION | | POSITION | |
| T I R E S | -ROF | | LOF | | T I R E S | -ROF | | LOF | |
| | -RIF | | LIF | | | -RIF | | LIF | |
| | -ROR | | LOR | | | -ROR | | LOR | |
| | -RIR | | LIR | | | -RIR | | LIR | |
| THE CONSIGNOR OR CONSIGNEE (HEREINAFTER CALLED "USER") USING SAID TRAILER AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY (HEREINAFTER CALLED "SANTA FE") AGREE THAT THE FOREGOING TRAILER RECEIPT AND INSPECTION RECORD IS CORRECT AND THAT THE USE OF THE TRAILER SHALL BE SUBJECT TO ALL APPLICABLE TARIFFS AND TO THE CONTRACT TERMS AND CONDITIONS SET FORTH ON THE REVERSE SIDE HEREOF. | | | | | | | | | |
| SANTA FE BY | | | | | USER RETURNING TRAILER BY | | | | |
| USER RECEIVING TRAILER BY | | | | | DULY AUTHORIZED AGENT OR USER BY | | | | |
| DULY AUTHORIZED AGENT OF USER BY | | | | | SANTA FE BY | | | | |

COPY 6, DRIVER

STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

20257

SHIPPER'S NO.



CONSERVATION CHEMICAL COMPANY

OF ILLINOIS

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party, at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Freight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: CHICAGO, ILLINOIS FROM SANTA FE RAILROAD (CHECK POINT) 3403 W. 39TH STREET

NOVEMBER 16, 1974

NAME OF
CARRIER CCCI

CONSIGNEE TO

(Mail or street address of consignee - For purposes of notification only.)

Subject to Section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse to the carrier, the carrier shall sign the following statement:
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

CONSERVATION CHEMICAL COMPANY OF ILLINOIS

DESTINATION

STATE

COUNTY

ROUTE GARY,

INDIANA

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

260

| NO. PACKAGES | DESCRIPTION | WEIGHT SUB TO COB | CLASS OR RATE | CHECK COLUMN | (Signature of consignee) |
|--------------|--|-------------------|---------------|--------------|--|
| 1 | 40 FOOT VAN FOR PIGGYBACK SERVICE TO KANSAS CITY, MISSOURI #SFTZ 207009 | | | | <p>If charges are to be prepaid, write or stamp here, "to be prepaid."</p> <p>Received \$ _____ to apply in prepayment of the charges on the property described herein.</p> <p>Agent or Cashier _____</p> <p>Per _____ (The signature here authorized only the amount prepaid.)</p> <p>Charges advanced \$ _____</p> |

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____

CCCI

Shipper, Per K. MUSSER

SANTA FE Agent, Per

A. A. F. F.

| DEPART TERMINAL | 8:30 AM | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT | HOSE | PUMP | WEIGH | DEMURRAGE CHG. |
|---------------------|---------------|-------------------|-------------|------------|------|------|-------|----------------|
| ARRIVE TERMINAL | 12:45 PM | MILES OUT | 241 431 | | | | | |
| TOTAL TIME | 2 hr. 15 min. | MILES IN | 241 459 | | | | | |
| ARRIVE PLANT | | DELAY AT TERMINAL | | | | | | |
| START LOAD | | | | | | | | |
| FINISH LOAD | | | | | | | | |
| DEPART PLANT | | | | | | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | | | | | | |

DRIVER'S SIGNATURE

REMARKS:

James M. Craig

ORIGINAL

THIS MEMORANDUM is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and intended solely for filing or record. RECEIVED, subject to the classifications and tariffs in effect on the date of issue, of this Original Bill of Lading.

BILL OF LADING NO.

20257



CONSERVATION CHEMICAL COMPANY

SHIPPER'S NO.

OF ILLINOIS

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Freight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: **CHICAGO, ILLINOIS** FROM **SANTA FE RAILROAD (CHECK POINT)** **3403 W. 39TH STREET**

NOVEMBER 16, 1974

NAME OF
CARRIER **CCCI**

CONSIGNEE TO

(Mail or street address of consignee - For purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS

DESTINATION

STATE

COUNTY

CARY,

INDIANA

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

260

| NO. PACKAGES | DESCRIPTION | WEIGHT SUN TO COB | CLASS OR RATE | CHECK COLUMN | (Signature of consignee) |
|--------------|--|----------------------|------------------|-----------------|--------------------------|
| 1 | 40 FOOT VAN FOR PIGGYBACK SERVICE TO KANSAS CITY, MISSOURI #SFTZ 207009 | | | | |

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____

AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

CCCI

Shipper, Per **K. BUSSE**

SANTA FE Agent, Per **John A. T. F.**

| DEPART TERMINAL | 8:30 AM | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT | HOSE | PUMP | WEIGH | DEMURRAGE SML |
|------------------------|--------------|-------------------|-------------|------------|------|------|-------|---------------|
| ARRIVE TERMINAL | 10:45 AM | MILES OUT | 241 1/31 | | | | | |
| TOTAL TIME | 2 hrs 15 min | MILES IN | 241 4/89 | | | | | |
| ARRIVE PLANT | | DELAY AT TERMINAL | | | | | | |
| START LOAD | | | | | | | | |
| FINISH LOAD | | | | | | | | |
| DEPART PLANT | | | | | | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | | | | | | |

DRIVER'S SIGNATURE

REMARKS:

ACCOUNTING COPY

| | | | | | | | | | | | |
|---|--|---|--|-------------------------------------|-----------------------|----------------------------------|--|------------------------|--|---------------------|--|
| Trailer Number | | Date Out: 11-16 | | For Account Of: | | Date In: | | For Account Of: | | | |
| Chassis/Bogie Initial & Number | | Taken By: C. J. [Signature] | | Tractor or License No. 6179 | | Brought In By: | | Tractor or License No. | | | |
| Station LOR 111 | | Seals: | | Rail Interchange To: | | Seals: | | Rail Interchange From: | | | |
| Trailer To Be Returned To Carrier From Whom Received Prior To 1200 Midnight (Date) | | | | | CARRIER NUMBER 075070 | | | | | | |
| TRAILER NOT TO BE INTERCHANGED TO ANOTHER CARRIER, EXCEPT AS FOLLOWS: | | | | | | | | | | | |
| AT | | | | | | | | | | | |
| (Carrier) | | | | | (Place) | | | | | | |
| CUSTOMER REQUEST | | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> SEALS OK | | Shipper/Consignee & Address | | | | | |
| | | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> PICK UP OK | | | | | | | |
| | | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> DELIVER OK | | | | | | | |
| TIME | | DATE 11-16 | | TRAILER ARRIVED | | For Account Of C. J. [Signature] | | | | | |
| | | | | TRAILER RELEASED TO CUSTOMS | | | | | | | |
| | | | | TRAILER AVAILABLE | | | | | | | |
| | | | | Person Notified (Name) | | Routing Or Instructions | | | | | |
| Name of Representative Making Notification | | | | | | Shipper | | Origin Point | | B/L Number | |
| | | | | | | Destination | | Commodity | | | |
| PICK-UP AT RAMP | | | | | | Waybill Date | | Waybill Number | | Weight | |
| TRAILER RETURNED | | | | | | Freight Bill Date | | Freight Bill Number | | Pieces | |
| <input type="checkbox"/> Check If Trailer Dropped | | Cargo Receipt-Signature | | | | | | | | | |
| ANY DAMAGE OR DEFICIENCY FOUND BY INSPECTION SHALL BE MARKED BY SYMBOLS "C" - CUT, "H" - HOLE | | | | | | | | | | | |
| LOAD OUTBOUND INSPECTION | | | | | | LOAD INBOUND INSPECTION | | | | | |
| | | | | | | | | | | | |
| EXPLAIN DEFECTS: | | | | | | EXPLAIN DEFECTS: | | | | | |
| If no exception use check mark | | | | | | If no exception use check mark | | | | | |
| FLAPS | | MARKER LTS. | | TAIL STOP | | AIR LEAKS | | LDG. GEAR | | FLAPS | |
| | | | | | | | | | | | |
| ITEM | | AMOUNT | | AMOUNT | | ITEM | | AMOUNT | | AMOUNT | |
| | | Visible Not Visible | | Visible Not Visible | | | | Visible Not Visible | | Visible Not Visible | |
| TARP | | | | | | TARP | | | | | |
| BOWS | | | | | | BOWS | | | | | |
| POSITION | | CONDITION | | POSITION | | POSITION | | CONDITION | | CONDITION | |
| T I R E S | | -ROF | | LOF | | T I R E S | | -ROF | | LOF | |
| | | -RIF | | LIF | | | | -RIF | | LIF | |
| | | -ROR | | LOR | | | | -ROR | | LOR | |
| | | -RIR | | LIR | | | | -RIR | | LIR | |
| THE CONSIGNOR OR CONSIGNEE (HEREINAFTER CALLED "USER") USING SAID TRAILER AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY (HEREINAFTER CALLED "SANTA FE") AGREE THAT THE FOREGOING TRAILER RECEIPT AND INSPECTION RECORD IS CORRECT AND THAT THE USE OF THE TRAILER SHALL BE SUBJECT TO ALL APPLICABLE TARIFFS AND TO THE CONTRACT TERMS AND CONDITIONS SET FORTH ON THE REVERSE SIDE HEREOF. | | | | | | | | | | | |
| SANTA FE BY [Signature] | | | | | | USER RETURNING TRAILER BY | | | | | |
| USER RECEIVING TRAILER BY | | | | | | DULY AUTHORIZED AGENT OR USER BY | | | | | |
| DULY AUTHORIZED AGENT OF USER BY | | | | | | SANTA FE BY | | | | | |

COPY 6, DRIVER

STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.



CONSERVATION CHEMICAL COMPANY

OF ILLINOIS

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

BILL OF LADING NO

20305

SHIPPER'S NO.

CARRIER'S NO.

AT: CHICAGO, ILLINOIS

FROM

SANTA FE RAILROAD

NOVEMBER 22, 1974

NAME OF CARRIER

CCCI/RAILROAD

CONSIGNEE TO

(Mail or street address of consignee - For purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS

DESTINATION

STATE

COUNTY

GARY,

INDIANA

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

Run #

| NO. PACKAGES | DESCRIPTION | WEIGHT SUB TO CCL | CLASS OR RATE | CHECK COLUMN |
|--------------|--|-------------------|---------------|--------------|
| 1 | 40 FOOT VAN FOR PIGGYBACK SERVICE TO KANSAS CITY, MO. STFZ 203022 | | | |

Subject to Section 7 of conditions of applicable bill of lading, if the shipment is to be delivered to the consignee without recourse to the carrier, the carrier shall sign the following statement:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of consignee.)

If charges are to be prepaid, write or stamp here, "To be prepaid."

Received \$ _____
to apply in payment of the charges on the property described herein.

Agent or Cashier

Per _____
(The signature here authorized only the amount prepaid.)

Charges advanced \$

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____

CCCI

Shipper, Per K. MUSSEY

SANTA FE

Agent, Per

| DEPART TERMINAL | 3:00 P.M. | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT | HOSE | PUMP | WEIGH | DEMURRAGE CHG. |
|---------------------|----------------|-------------------|-------------|------------|------|------|-------|----------------|
| ARRIVE TERMINAL | 7:15 P.M. | MILES OUT 14483 | | | | | | |
| TOTAL TIME | 4 HRS. 15 MIN. | MILES IN 14548 | | | | | | |
| ARRIVE PLANT | | DELAY AT TERMINAL | | | | | | |
| START LOAD | | | | | | | | |
| FINISH LOAD | | | | | | | | |
| DEPART PLANT | | | | | | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | | | | | | |

DRIVER'S SIGNATURE

REMARKS:

ORIGINAL

THIS MEMORANDUM is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record. RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO

20305

SHIPPER'S NO



CONSERVATION CHEMICAL COMPANY OF ILLINOIS

the property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a red-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO

AT: CHICAGO, ILLINOIS

FROM

SANTA FE RAILROAD

NOVEMBER 22, 1974

NAME OF CARRIER

CCCI/RAILROAD

CONSIGNEE TO

(Mail or street address of consignee for purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS

DESTINATION

STATE

COUNTY

GARY,

INDIANA

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

Run #

| NO. PACKAGES | DESCRIPTION | WEIGHT SUB TO CCL | CLASS OR RATE | CHECK COLUMN | Signature of consignee |
|--------------|--|-------------------|---------------|--------------|---|
| 1 | 40 FOOT VAN FOR PIGGYBACK SERVICE TO KANSAS CITY, MO. <i>STF-2 203027</i> | | | | |
| | | | | | Received by _____ to apply in payment of charges on the property described herein. |
| | | | | | Agent or Cashier |
| | | | | | Per _____ (The signature hereafter will be only the amount proper charges advanced \$) |

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____

AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

CCCI

Shipper, Per **R. BUSBER**

SANTA FE

Agent, Per *John A. T. B.*

| DEPART TERMINAL | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT | HOSE | PUMP | WEIGH | DEMURAGE CHG. |
|---------------------|---------------|----------------------|------------|------|------|-------|---------------|
| ARRIVE TERMINAL | <i>745 AM</i> | MILES OUT <i>145</i> | | | | | |
| TOTAL TIME | <i>441 AM</i> | MILES IN <i>145</i> | | | | | |
| ARRIVE PLANT | | DELAY AT TERMINAL | | | | | |
| START LOAD | | | | | | | |
| FINISH LOAD | | | | | | | |
| DEPART PLANT | | | | | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | | | | | |

DRIVER'S SIGNATURE

REMARKS:

John A. T. B.

ACCOUNTING COPY

THIS MEMORANDUM is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record. RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.
20305



CONSERVATION CHEMICAL COMPANY OF ILLINOIS

SHIPPER'S NO.

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), packed, consigned, and delivered as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Freight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a red-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.) CARRIER'S NO.

AT: **CHICAGO, ILLINOIS** FROM **SANTA FE RAILROAD**

NOVEMBER 22, 1974

NAME OF
CARRIER

CCCI/RAILROAD

CONSIGNEE TO
CONSERVATION CHEMICAL COMPANY OF ILLINOIS

(Mail or street address of consignee - For purposes of notification only.)

Subject to Section 7 of conditions of applicable bill of lading, if the shipment is to be delivered to the consignee, the consignee shall sign the following statement:
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

DESTINATION **GARY,** STATE **INDIANA** COUNTY

ROUTE (To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER
CCCI

CAR OR VEHICLE INITIALS & NO.

Rate of

(Signature of consignee)

| NO. PACKAGES | DESCRIPTION | WEIGHT SLS TO CUB | CLASS OR RATE | CHECK COLUMN | If charges are to be prepaid, write "Prepaid" in this column. |
|--------------|--|----------------------|------------------|-----------------|---|
| 1 | 40 FOOT VAN FOR PIGGYBACK SERVICE TO KANSAS CITY, MO. | | | | |
| | | | | | Received \$ to apply in payment of the charges on the property described herein. |
| | | | | | Agent or Cashier |
| | | | | | Per (The signature here acknowledged only the amount prepaid.) Change indicated \$ |

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding per

SHIP AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

CCCI

Shipper, Per **E. RUBEN**

SANTA FE

Agent, Per **116**

| DEPART TERMINAL | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT | HOSE | PUMP | WEIGH | DEMURAGE GHS. |
|------------------------|-------------------|--------------------------------|------------|------|------|-------|---------------|
| ARRIVE TERMINAL | MILES OUT | DRIVER'S SIGNATURE REMARKS: | | | | | |
| TOTAL TIME | MILES IN | | | | | | |
| ARRIVE PLANT | DELAY AT TERMINAL | | | | | | |
| START LOAD | | | | | | | |
| FINISH LOAD | | | | | | | |
| DEPART PLANT | | | | | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | | | | | |

FILE COPY

| | | | | |
|---|-----------------------------|------------------------------|----------------------------------|-------------------------------|
| Trailer/Container Initial & Number S-17 254922 | Date Out: 11-22 | For Account Of: | Date in: 12-3 | For Account Of: |
| Chassis/Bogie Initial & Number 32 | Taken By: C. H. V. C. L. | Tractor or License No. N1 | Brought In By: C. H. V. C. L. | Tractor or License No. 247 |
| Station C. H. V. C. L. | Seals: | Rail Interchange To: | Seals: | Rail Interchange From: |

Trailer To Be Returned To Carrier From Whom Received Prior To 1200 Midnite (Date) **CONTROL NUMBER** 140426

TRAILER NOT TO BE INTERCHANGED TO ANOTHER CARRIER, EXCEPT AS FOLLOWS:

AT

| | | | |
|---|---|----------------------------------|--------------------------|
| (Carrier) | | (Place) | |
| CUSTOMER REQUEST | <input type="checkbox"/> AM <input type="checkbox"/> PM | RELAY SHIP | <input type="checkbox"/> |
| | <input type="checkbox"/> AM <input type="checkbox"/> PM | RELAY SHIP | <input type="checkbox"/> |
| | <input type="checkbox"/> AM <input type="checkbox"/> PM | RELAY SHIP | <input type="checkbox"/> |
| TIME | DATE | Shipper/Consignee & Address | |
| 2110 | 11 21 | For Account Of C. H. V. C. L. | |
| TRAILER ARRIVED | | Routing Or Instructions | |
| TRAILER RELEASED TO CUSTOMS | | Shipper | |
| TRAILER AVAILABLE | | Origin Point | |
| Person Notified (Name) | | Routing | |
| Name of Representative Making Notification | | Destination | |
| PICK-UP AT RAMP | | Waybill Date | |
| TRAILER RETURNED | | Waybill Number | |
| Cargo Receipt Signature | | Weight | |
| <input type="checkbox"/> Check if Trailer Dropped | | Freight Bill Date | |
| | | Freight Bill Number | |
| | | Pieces | |

ANY DAMAGE OR DEFICIENCY FOUND BY INSPECTION SHALL BE MARKED BY SYMBOLS "C" - CUT, "H" - HOLE

| | | | | | |
|------|---------------------|-------|------|--------------------|-------|
| LOAD | OUTBOUND INSPECTION | EMPTY | LOAD | INBOUND INSPECTION | EMPTY |
| | | | | | |

| | |
|------------------|------------------|
| EXPLAIN DEFECTS: | EXPLAIN DEFECTS: |
| 25/10 | 25/10 |

| | | | | | | | | | | | |
|--------------------------------|-------------|-------------|-----------|-----------|--------------------------------|-------------|-----------|-------------|-----------|-----------|-------------|
| If no exception use check mark | | | | | If no exception use check mark | | | | | | |
| FLAPS | MARKER LTS. | TAIL STOP | AIR LEAKS | LDG. GEAR | FLAPS | MARKER LTS. | TAIL STOP | AIR LEAKS | LDG. GEAR | | |
| 2 | | | | | 2 | | | | | | |
| ITEM | AMOUNT | | ITEM | AMOUNT | | ITEM | AMOUNT | | ITEM | AMOUNT | |
| | Visible | Not Visible | | Visible | Not Visible | | Visible | Not Visible | | Visible | Not Visible |
| TARP | | | TARP | | | TARP | | | TARP | | |
| BOWS | | | BOWS | | | BOWS | | | BOWS | | |
| POSITION | CONDITION | | POSITION | CONDITION | | POSITION | CONDITION | | POSITION | CONDITION | |
| T | -ROF | | T | -ROF | | T | -ROF | | T | -ROF | |
| R | -RIF | | R | -RIF | | R | -RIF | | R | -RIF | |
| E | -ROR | | E | -ROR | | E | -ROR | | E | -ROR | |
| S | -RIR | | S | -RIR | | S | -RIR | | S | -RIR | |

THE CONSIGNOR OR CONSIGNEE (HEREINAFTER CALLED "USER") USING SAID TRAILER AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY (HEREINAFTER CALLED "SANTA FE") AGREE THAT THE FOREGOING TRAILER RECEIPT AND INSPECTION RECORD IS CORRECT AND THAT THE USE OF THE TRAILER SHALL BE SUBJECT TO ALL APPLICABLE TARIFFS AND TO THE CONTRACT TERMS AND CONDITIONS SET FORTH ON THE REVERSE SIDE HEREOF.

| | |
|----------------------------------|----------------------------------|
| SANTA FE BY | USER RETURNING TRAILER BY |
| USER RECEIVING TRAILER BY | DULY AUTHORIZED AGENT OR USER BY |
| DULY AUTHORIZED AGENT OF USER BY | SANTA FE BY |

COPY 4, DRIVER

| | | | | |
|--------------------------|-----------|------------------------|----------------|------------------------|
| Carrier Initial & Number | Taken By: | Tractor or License No. | Brought In By: | Tractor or License No. |
| Station | Seals: | Rail Interchange To: | Seals: | Rail Interchange From: |
| CORRUM | | | | |

Trailer To Be Returned To Carrier From Whom Received Prior To 1200 Midnite (Date) **CONTROL NUMBER** 140826

TRAILER NOT TO BE INTERCHANGED TO ANOTHER CARRIER, EXCEPT AS FOLLOWS:

AT

| | | | | | | | |
|---|-------|---|--|--|--|---|------------------|
| CUSTOMER REQUEST | | <input type="checkbox"/> AM <input type="checkbox"/> PM <input type="checkbox"/> AM <input type="checkbox"/> PM <input type="checkbox"/> AM <input type="checkbox"/> PM | DELIVER EMPTY TRAILER PICK UP DROPPED TRAILER DELIVER LOADED TRAILER | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Shipper/Consignee & Address For Account Of Routing Or Instructions Shipper Origin Point Routing Destination Waybill Date Freight Bill Date | (Place) B/L Number Commodity Waybill Number Freight Bill Number | Weight Pieces |
| TIME | DATE | TRAILER ARRIVED TRAILER RELEASED TO CUSTOMS TRAILER AVAILABLE Person Notified (Name) | | | | | |
| 2110 | 11 21 | | | | | | |
| Name of Representative Making Notification | | PICK-UP AT RAMP | | | TRAILER RETURNED | | |
| <input type="checkbox"/> Check If Trailer Dropped | | Cargo Receipt-Signature | | | | | |

ANY DAMAGE OR DEFICIENCY FOUND BY INSPECTION SHALL BE MARKED BY SYMBOLS "C" - CUT, "H" - HOLE

| | |
|------------------------------|-----------------------------|
| LOAD OUTBOUND INSPECTION | LOAD INBOUND INSPECTION |
|------------------------------|-----------------------------|

EXPLAIN DEFECTS:

EXPLAIN DEFECTS:

If no exception use check mark

If no exception use check mark

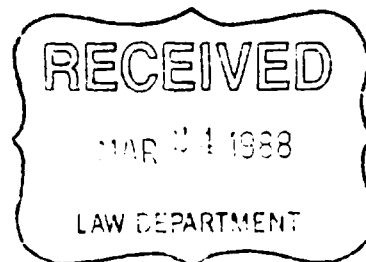
| | | | | | | | | | |
|---|-------------|-----------|-----------|-----------|---|-------------|-----------|-----------|-----------|
| FLAPS | MARKER LTS. | TAIL STOP | AIR LEAKS | LOG. GEAR | FLAPS | MARKER LTS. | TAIL STOP | AIR LEAKS | LOG. GEAR |
| ITEM AMOUNT Visible Not Visible TARP CHAINS BOWS BINDERS POSITION CONDITION POSITION CONDITION TIRERS -ROF -RIF -ROR -RIR LOF LIF LOR LIR | | | | | ITEM AMOUNT Visible Not Visible TARP CHAINS BOWS BINDERS POSITION CONDITION POSITION CONDITION TIRERS -ROF -RIF -ROR -RIR LOF LIF LOR LIR | | | | |

THE CONSIGNOR OR CONSIGNEE (HEREINAFTER CALLED "USER") USING SAID TRAILER AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY (HEREINAFTER CALLED "SANTA FE") AGREE THAT THE FOREGOING TRAILER RECEIPT AND INSPECTION RECORD IS CORRECT AND THAT THE USE OF THE TRAILER SHALL BE SUBJECT TO ALL APPLICABLE TARIFFS AND TO THE CONTRACT TERMS AND CONDITIONS SET FORTH ON THE REVERSE SIDE HEREOF.

| | |
|-------------------------------|----------------------------------|
| SANTA FE BY | USER RETURNING TRAILER BY |
| USER RECEIVING TRAILER BY | DULY AUTHORIZED AGENT OR USER BY |
| DULY AUTHORIZED AGENT OF USER | SANTA FE BY |

COPY 8, DRIVER

Outgoing Transactions File



STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

BILL OF LADING NO.

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

19439

SHIPPER'S NO.


CONSERVATION CHEMICAL COMPANY
 OF ILLINOIS

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any part of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: GARY, INDIANA

FROM CONSERVATION CHEMICAL COMPANY OF ILLINOIS

JULY 29, 30 1974

NAME OF
CARRIER CCCI

CONSIGNEE TO

(Mail or street address of consignee - For purposes of notification only.)

SANTA FE RAILROAD

3403 W. 39TH STREET

DESTINATION

STATE

COUNTY

CHICAGO,

ILLINOIS

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

247 Van

| NO. PACKAGES | DESCRIPTION | WEIGHT SUB. TO CAR. | CLASS OR RATE | CHECK COLUMN | |
|--------------------------------|---------------------------------|------------------------|------------------|-----------------|--|
| 21 | 55 GALLON DRUMS FIBER(CYANIDE) | TRAILER #XTRZ | 274533 | | <div>If charges are to be prepaid, write or stamp here. To be prepaid.</div> <div>Received \$ _____ To apply in prepayment of the charges on the property described herein.</div> <div>Agent or Cashier _____</div> <div>Per _____ (The signature here acknowledges only the amount prepaid.)</div> <div>Charges advanced \$ _____</div> |
| 3 | 30 GALLON DRUMS CYANIDE | | | | |
| 2 | 50 GALLON DRUMS FIBER (CYANIDE) | | | | |
| 54 | 55 GALLON DRUMS CYANIDE | | | | |
| MATE TO FOLLOW 7/31/74 | | ATSF RM | | | |
| CURRUSIVES "Do Not SHIP ALONE" | | | | | |

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____

CCCI

Shipper, Per K. MUSSEN

SANTA FE

Agent, Per

| DEPART TERMINAL | 1200 | GROSS WEIGHT | 75080 | NET WEIGHT | 47860 | HOSE | PUMP | WEIGH | DEMURRAGE CHG. |
|------------------------|-----------|-------------------|--------|---|-------|------|------|-------|----------------|
| ARRIVE TERMINAL | 345 | MILES OUT | 142754 | DRIVER'S SIGNATURE <i>Charles G. Hagg</i> REMARKS: Driver - get platform weights on this load. | | | | | |
| TOTAL TIME | | MILES IN | 142814 | | | | | | |
| ARRIVE PLANT | 130 | DELAY AT TERMINAL | | | | | | | |
| START LOAD | | | | | | | | | |
| FINISH LOAD | | | | | | | | | |
| DEPART PLANT | 230 | | | | | | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | | | | | | | |

ORIGINAL

THIS MEMORANDUM is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record. RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

19439

SHIPPER'S NO.



CONSERVATION CHEMICAL COMPANY OF ILLINOIS

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and deemed as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Freight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: **GARY, INDIANA** FROM **CONSERVATION CHEMICAL COMPANY OF ILLINOIS**

JULY 20, 30 1974

NAME OF
CARRIER **CCCI**

CONSIGNEE TO (Mail or street address of consignee - For purposes of notification only.)

SANTA FE RAILROAD

3403 E. 39TH STREET

DESTINATION

STATE

COUNTY

CHICAGO,

ILLINOIS

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

247 Van

(Signature of consignee.)

| NO. PACKAGES | DESCRIPTION | WEIGHT SUB TO COT. | CLASS OR RATE | CHECK COLUMN | If charges are to be prepaid, write or stamp here, "To be prepaid." |
|-------------------------------|---------------------------------|----------------------|---------------|--------------|---|
| 21 | 55 GALLON DRUMS FIBER(CYANIDE) | TRAILER #XTRZ 274533 | 274533 | | |
| 3 | 30 GALLON DRUMS CYANIDE | | | | |
| 2 | 50 GALLON DRUMS FIBER (CYANIDE) | | | | |
| 54 | 55 GALLON DRUMS CYANIDE | | | | |
| NOTE TO FOLLOW 7/31/74 | | | | | |
| CORROSIVES "DO NOT SHIP NAME" | | | | | |

Received \$ _____
to apply in payment of the charges on the property described herein.

Agent or Cashier

(The signature here advanced only the amount prepaid.)

Charges advanced \$ _____

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____

AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

| CCCC | | Shipper, Per K. BRISER | | SANTA FE | | Agent, Per | | |
|---------------------|----------|------------------------|-------------|--|------|------------|-------|----------------|
| DEPART TERMINAL | | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT | HOSE | PUMP | WEIGH | DEMURRAGE GNL. |
| | 1200 | 75080 | 27220 | 47860 | | | | |
| ARRIVE TERMINAL | 345 | MILES OUT 1427.54 | | DRIVER'S SIGNATURE <i>Charles J. McMillan</i> REMARKS: <i>Dinner got flat on lights on this back.</i> | | | | |
| TOTAL TIME | | MILES IN 142.814 | | | | | | |
| ARRIVE PLANT | 130 | DELAY AT TERMINAL | | | | | | |
| START LOAD | | | | | | | | |
| FINISH LOAD | | | | | | | | |
| DEPART PLANT | 230 | | | | | | | |
| TOTAL TIME IN PLANT | 1:15. 12 | MIN. | -- | | | | | |

DRIVER'S SIGNATURE

REMARKS:

Driver got flat tire on right in this back.

ACCOUNTING COPY

STAUFFER CHEMICAL COMPANY
HAMMOND, INDIANA

BILL NUMBER _____ DATE 7-30-74

TRUCK NUMBER 247

CUSTOMER'S NAME Conservation Chemical Co

COMMODITY _____

Remarks:

lbs. Gross

Trailer 27433

lbs. Tare

EW 19920

lbs. Net

EW 11000

75080

Charles H. Kelley Jr.

0554-034-01-A (7/71)

WEIGHER

C. H.

| | | | | |
|--|----------------------------------|--------------------------------------|---|--------------------------------------|
| Tractor/Container Initial & Number 7-31-71 | Date Cut: 7-31-71 | For Account Of: | Date In: 7-31 | For Account Of: |
| Chassis/Bogie Initial & Number | Taken By: CONSERVATION | Tractor or License No. 247 | Brought In By: CONSERVATION | Tractor or License No. 247 |
| Station 012 | Seals: | Rail Interchange To: | Seals: 1451427 61433420 | Rail Interchange From: |

Trailer To Be Returned To Carrier From Whom Received Prior To 1200 Midnight (Date)

TRAILER NOT TO BE INTERCHANGED TO ANOTHER CARRIER, EXCEPT AS FOLLOWS:

AT

| | | | |
|---|---|---|-----------------------------|
| (Carrier) | | (Place) | |
| CUSTOMER REQUEST | <input type="checkbox"/> AM <input type="checkbox"/> PM <input type="checkbox"/> AM <input type="checkbox"/> PM <input type="checkbox"/> AM <input type="checkbox"/> PM | DELIVER EMPTY TRAILER <input type="checkbox"/> PICK UP EMPTY TRAILER <input type="checkbox"/> DELIVER LOADED TRAILER <input type="checkbox"/> | Shipper/Consignee & Address |
| TIME | DATE | For Account Of | |
| | | Routing Or Instructions | |
| | | Shipper | |
| | | Origin Point | B/L Number |
| | | Routing | Commodity |
| | | Destination | |
| Name of Representative Making Notification | | Waybill Date | Waybill Number |
| PICK-UP AT RAMP | | Weight | |
| TRAILER RETURNED | | Freight Bill Date | Freight Bill Number |
| <input type="checkbox"/> Check If Trailer Dropped | | Pieces | |

ANY DAMAGE OR DEFICIENCY FOUND BY INSPECTION SHALL BE MARKED BY SYMBOLS "C" - CUT, "H" - HOLE

| | | | | | |
|------|---------------------|-------|------|--------------------|-------|
| LOAD | OUTBOUND INSPECTION | EMPTY | LOAD | INBOUND INSPECTION | EMPTY |
| | | | | | |
| | | | | | |

EXPLAIN DEFECTS:

EXPLAIN DEFECTS:

If no exception use check mark

If no exception use check mark

| FLAPS | MARKER LTS. | TAIL STOP | AIR LEAKS | LDG. GEAR | FLAPS | MARKER LTS. | TAIL STOP | AIR LEAKS | LDG. GEAR |
|----------|-------------|-------------|-----------|-------------|-----------|-------------|-------------|-----------|-------------|
| AMOUNT | | | | | AMOUNT | | | | |
| ITEM | Visible | Not Visible | Visible | Not Visible | ITEM | Visible | Not Visible | Visible | Not Visible |
| TARP | | | CHAINS | | TARP | | | CHAINS | |
| BOWS | | | BINDERS | | BOWS | | | BINDERS | |
| POSITION | CONDITION | POSITION | CONDITION | POSITION | CONDITION | POSITION | CONDITION | POSITION | CONDITION |
| T | -ROF | | LOF | | T | -ROF | | LOF | |
| I | -RIF | | LIF | | I | -RIF | | LIF | |
| R | -ROR | | LOR | | R | -ROR | | LOR | |
| E | -RIR | | LIR | | E | -RIR | | LIR | |

THE CONSIGNOR OR CONSIGNEE (HEREINAFTER CALLED "USER") USING SAID TRAILER AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY (HEREINAFTER CALLED "SANTA FE") AGREE THAT THE FOREGOING TRAILER RECEIPT AND INSPECTION RECORD IS CORRECT AND THAT THE USE OF THE TRAILER SHALL BE SUBJECT TO ALL APPLICABLE TARIFFS AND TO THE CONTRACT TERMS AND CONDITIONS SET FORTH ON THE REVERSE SIDE HEREOF.

SANTA FE BY

USER RETURNING TRAILER BY

USER RECEIVING TRAILER BY

DULY AUTHORIZED AGENT OR USER BY

DULY AUTHORIZED AGENT OF USER BY

SANTA FE BY

COPY 4, DRIVER

Sante Fe #XTRZ

274533

55 gal. paper

30 gal drums

50 gal paper

55 gal drums

total containers

54

2

3

81

NON-TRANSACTIONAL

STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

19530

SHIPPER'S NO.



CONSERVATION CHEMICAL COMPANY

OF ILLINOIS

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another property on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: GARY, INDIANA

FROM CONSERVATION CHEMICAL COMPANY OF ILLINOIS

650U INDUSTRIA

AUGUST 12, 1974

NAME OF
CARRIER CCCI

CONSIGNEE TO

(Mail or street address of consignee-For purposes of notification only.)

SANTA FE RAILROAD

CHECK POINT

3403 W. 39TH STREET

DESTINATION

STATE

COUNTY

CHICAGO,

ILLINOIS

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

247

| NO. PACKAGES | DESCRIPTION | WEIGHT SUB TO CAR. | CLASS OR RATE | CHECK COLUMN | (Signature of consignee) |
|-----------------|--|-----------------------|------------------|-----------------|---|
| 1 | 40 FOOT BOX VAN FOR PIGGY BACK-SERVICE TO KANSAS CITY SFT 2 200 454 | | | | <p>If charges are to be prepaid, write or stamp here, "To be prepaid."</p> <p>Received \$ _____ to apply in prepayment of the charges on the property described herein.</p> <p>Agent or Cashier _____</p> <p>Per _____ (The signature here without stamp only the amount prepaid.)</p> <p>Charges advanced \$ _____</p> |

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____

CCCI

Shipper, Per K MUSSER

SANTA FE

Agent, Per

| | | | | | | | | |
|------------------------|------|-------------------|-------------|---|------|------|-------|----------------|
| DEPART TERMINAL | 830 | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT | NOSE | PUMP | WEIGH | DEMURRAGE CHG. |
| ARRIVE TERMINAL | 515 | MILES OUT | 145-281 | DRIVER'S SIGNATURE H. J. J. J. J. REMARKS: | | | | |
| TOTAL TIME | | MILES IN | 145 42-9 | | | | | |
| ARRIVE PLANT | | DELAY AT TERMINAL | | | | | | |
| START LOAD | | | | | | | | |
| FINISH LOAD | | | | | | | | |
| DEPART PLANT | | | | | | | | |
| TOTAL TIME IN PLANT | HRS. | MIN. | | | | | | |

ORIGINAL

THIS SHIPPING ORDER must be legibly filled in, in Ink, Indelible Penell, or in Carbon, and retained by the Agent.

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.



CONSERVATION CHEMICAL COMPANY

OF ILLINOIS

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and delivered as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party, at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Freight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

BILL OF LADING NO.

19530

SHIPPER'S NO.

CARRIER'S NO.

AT: **GARY, INDIANA** FROM **CONSERVATION CHEMICAL COMPANY OF ILLINOIS** **6500 INDUSTRIAL**

AUGUST 12, 1974

NAME OF
CARRIER **CCCI**

CONSIGNEE TO (Mail or street address of consignee - For purposes of notification only.)

SANTA FE RAILROAD

CHECK POINT

3403 S. 39TH STREET

DESTINATION

CHICAGO,

ILLINOIS

STATE

COUNTY

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CCCI

CAR OR VEHICLE INITIALS & NO.

247

| NO. PACKAGES | DESCRIPTION | WEIGHT SUB TO CAR. | CLASS OR RATE | CHECK COLUMN | Signature of consignee |
|--------------|---|--------------------|---------------|--------------|------------------------|
| 1 | 40 FOOT BOX CAR FOR PIGGY BACK SERVICE TO KANSAS CITY <i>SFT 2 200 454</i> | | | | |

NOTE - Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

CCCI

Shipper, Per **K. NUSSEN**

SANTA FE Agent, Per

| DEPART TERMINAL | GROSS WEIGHT | TARE WEIGHT | NET WEIGHT | HOSE | PUMP | WEIGH | DENURANCE GNS. |
|---------------------|-------------------|-------------|------------|------|------|-------|----------------|
| P30 | | | | | | | |
| ARRIVE TERMINAL | MILES OUT | | | | | | |
| 5-15 | 145-281 | | | | | | |
| TOTAL TIME | MILES IN | | | | | | |
| | 145-425 | | | | | | |
| ARRIVE PLANT | DELAY AT TERMINAL | | | | | | |
| START LOAD | | | | | | | |
| FINISH LOAD | | | | | | | |
| DEPART PLANT | | | | | | | |
| TOTAL TIME IN PLANT | HRS. MIN. | | | | | | |

DRIVER'S SIGNATURE

REMARKS:

CUSTOMER COPY

| | | | | | | | | | |
|---|-------------|---|-----------|---|----------------------------------|-----------------------------|-----------|------------------------|-----------|
| Trailer/Container Initial & Number 117 200 | | Date Out: | | For Account Of: | | Date In: | | For Account Of: | |
| Chassis/Engine Initial & Number | | Taken By: | | Tractor or License No. 117 | | Brought In By: | | Tractor or License No. | |
| Station CORNELL | | Seals: | | Rail Interchange To: | | Seals: | | Rail Interchange From: | |
| Trailer To Be Returned To Carrier From Whom Received Prior To 12:00 Midnight (Date) 11/11/77 | | | | | | | | | |
| TRAILER NOT TO BE INTERCHANGED TO ANOTHER CARRIER, EXCEPT AS FOLLOWS: | | | | | | | | | |
| AT | | | | | | | | | |
| (Carrier) | | | | | (Place) | | | | |
| CUSTOMER REQUEST | | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> DELIVERED BY | | Shipper/Consignee & Address | | | |
| | | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> PICK UP | | | | | |
| | | <input type="checkbox"/> AM <input type="checkbox"/> PM | | <input type="checkbox"/> DELIVERED TO | | | | | |
| TIME | | DATE | | ALL DATES & TIMES MUST BE FOLLOWS TO WHICH APPLICABLE | | For Account Of | | | |
| 11:00 | | 11/11/77 | | TRAILER ARRIVED | | Routing Or Instructions | | | |
| | | | | TRAILER RELEASED TO CUSTOMS | | Shipper | | | |
| | | | | TRAILER AVAILABLE | | Origin Point | | | |
| | | | | Person Notified (Name) | | B/L Number | | | |
| Name of Representative Making Notification | | | | | | Routing | | | |
| | | | | | | Destination | | | |
| | | | | PICK-UP AT RAMP | | Waybill Date | | Waybill Number | Weight |
| | | | | TRAILER RETURNED | | Freight Bill Date | | Freight Bill Number | Pieces |
| <input type="checkbox"/> Check If Trailer Dropped | | | | Cargo Receipt Signature | | | | | |
| ANY DAMAGE OR DEFICIENCY FOUND BY INSPECTION SHALL BE MARKED BY SYMBOLS "C" - CUT, "H" - HOLE | | | | | | | | | |
| LOAD OUTBOUND INSPECTION | | | | | LOAD INBOUND INSPECTION | | | | |
| | | | | | | | | | |
| EXPLAIN DEFECTS: | | | | | EXPLAIN DEFECTS: | | | | |
| If no exception use check mark | | | | | If no exception use check mark | | | | |
| FLAPS | MARKER LTS. | TAIL STOP | AIR LEAKS | LDG. GEAR | FLAPS | MARKER LTS. | TAIL STOP | AIR LEAKS | LDG. GEAR |
| | | | | | | | | | |
| ITEM | AMOUNT | | | AMOUNT | | ITEM | AMOUNT | | |
| | Visible | Not Visible | | Visible | Not Visible | | Visible | Not Visible | |
| TARP | | | CHAINS | | | TARP | | | CHAINS |
| BOWS | | | BINDERS | | | BOWS | | | BINDERS |
| POSITION | CONDITION | | POSITION | CONDITION | | POSITION | CONDITION | | POSITION |
| T I R E S | -ROF | | LOF | | | T I R E S | -ROF | | LOF |
| | -RIF | | LIF | | | | -RIF | | LIF |
| | -ROR | | LOR | | | | -ROR | | LOR |
| | -RIR | | LIR | | | | -RIR | | LIR |
| THE CONSIGNOR OR CONSIGNEE (HEREINAFTER CALLED "USER") USING SAID TRAILER AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY (HEREINAFTER CALLED "SANTA FE") AGREE THAT THE FOREGOING TRAILER RECEIPT AND INSPECTION RECORD IS CORRECT AND THAT THE USE OF THE TRAILER SHALL BE SUBJECT TO ALL APPLICABLE TARIFFS AND TO THE CONTRACT TERMS AND CONDITIONS SET FORTH ON THE REVERSE SIDE HEREOF. | | | | | | | | | |
| SANTA FE BY | | | | | USER RETURNING TRAILER BY | | | | |
| USER RECEIVING TRAILER BY | | | | | DULY AUTHORIZED AGENT OR USER BY | | | | |
| DULY AUTHORIZED AGENT OF USER BY | | | | | SANTA FE BY | | | | |